

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XX. No. 7.

CHICAGO, ILL., APRIL 10, 1908.

TEN CENTS PER COPY.  
PRICE \$1.50 PER YEAR.

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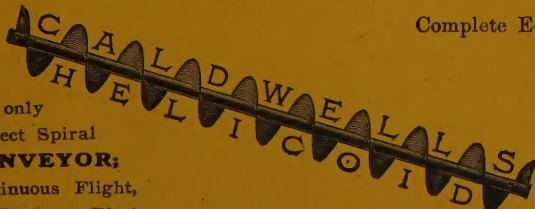
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# Directory of the Grain Trade

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Corn Belt Grain Co., revrs. and shippers of grain.

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Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and extra.\*  
Hammond, Snyder & Co., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Hopps, William, Grain & Hay Co., grain.\*  
Johnston Co., Thos., grain receivers.\*  
Kilwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
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Maldwin-Walker-Tankersley Co., brokers, car lots.

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Russ Co., H. L., receivers and shippers.\*  
Ruslet Co., Thos. J. W., grain and millfeed.  
Soper & Co., J. E., wheat, corn, oats.

## BROOKLYN, N. Y.

Brooklyn Elevator and Mfg. Co., grain and feed.

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Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.  
Electric Grain Elevator Co., grain buyers.  
Hallagher, Wm. B., salvage grain.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Ononta Milling Co., jobbers of mill feed.  
Pratt & Co., grain commission.  
Rubins Bros., grain receivers and shippers.\*  
Ryley, M. P., grain commission.  
Strickland, J. C., grain commission.  
Townsend-Ward Co., grain commission.  
Waters, Henry D., grain commission.

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Cunningham, Chas., grain receiver and shipper.  
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Hastings Co., Samuel, grain.  
Howe & Bro., C. M., grain and hay.  
Pink & Co., grain receivers and shippers.  
Redman, Mary, grain and hay.\*  
Thistlewood & Co., grain and hay.

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Cook & Ballard, brokers.  
Shelton Grain & Feed Co., grain, hay, feed.  
Thomasson, J. T., corn, wheat, oats, cowpeas.  
Walker Grain Co., S., grain and hay.

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Bennett & Co., Thos., receivers, shippers.\*  
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Cooke, M. E., grain commission merchants.  
Orrington & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Elmore, E. W., grain buyer, shipper.  
Ervin & Co., W. C., grain buyers and shippers.\*  
Finney, Sam., commission.\*  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Harney & Co., H. H., grain and straw.  
Hately Bros., grain and provisions.\*  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lake & Co., W. H., commission receivers.  
Lambson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.  
McKenna & Rodgers, grain and commission.\*  
Merchants Grain Co., commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Northern Grain Co., grain commission merchants.  
Norris & Company, grain merchants.  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pringle, Fitch & Rankin, W. K. Mitchell, mgr.

## CHICAGO—Continued.

Rang & Son, Henry, barley specialists.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Runney & Company, grain commission.\*  
Sawers, A. R., grain commission.\*  
Schiffman & Co., F. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.  
Slucere & Co., Chas. W. N. T. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.\*  
Wagner, E. W., receiver and shipper.\*  
Walton Bros., grain, hay, seeds.  
Ware & Leland, grain, seeds.\*  
Wetmore & Co., H. D., grain buyers.  
Winans, F. E., grain and seeds.\*  
Wright & Co., John F., grain commission.  
Young & Co., grain commission.\*

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.  
Austin & Co., N. W., grain and hay.  
Brown & Co., H. W., grain and hay.  
Brown & Co., W. L., receivers and shippers.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Ferguson & Co., August, grain, hay, millfeed.  
Gale Bros. Co., grain, hay, mill feed.\*  
Interstate Grain Co., receivers and shippers.\*  
Maguire & Co., commission, grain and hay.  
Standard Hay & Grain Co., grain commission.  
Union Grain & Hay Co., grain and hay.\*

## CLEVELAND, O.

Bailey, E. L., grain and mill feed.\*  
Bennett, Walter A., grain, hay, mill feed.  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.  
Sheets Bros. Eltr. Co., The, grain, hay, straw.  
Star Eltr. Co., receivers grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.  
Union Elevator Co., grain, hay, straw.\*

## COLUMBIA CITY, IND.

Kraus & Apfelbaum, grain and seeds.

## COLUMBUS, O.

McCord & Kelley, grain and hay.\*  
Scott & Woodrow, grain and hay.  
Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR ILL.

Baldwin & Co., H. I., grain dealers.\*

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*

## DETROIT, MICH.

Carson, Craig & Co., commission merchants.  
Caughy & Carran, grain and seed dealers.  
Dumont, Roberts & Co., receivers, shippers.  
Lapham & Co., J. S., receivers and shippers of grain

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## EVANSVILLE, IND.

Bartlett, Kuhn & Co., receivers and shippers.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEXAS:

Kolp, E. B. & D. C., millers, grain, seed dealers.  
Williamson & Co., W. D., grain, hay, flour.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Joeknach, Davison & Co., grain, hay exporters.  
Wardot Grain Co., wholesale grain, eltr. facilities.

## GREENVILLE, O.

Grabbs Grain Co., E. A., track buyers.\*

## HARRISBURG PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX:

Erwine & Co., J. E., grain, hay receivers.  
South Texas Grain Co., wholesale grain dealers.  
Van Wageningen, W. D., wholesale grain.

## INDIANAPOLIS.

Bassett Grain Co., The, grain and commission.\*  
Bratford-Files-Thomson Co., grain, hay, feed.  
Cooper & Oddy, grain and hay commission.\*  
Finch & McComb, grain commission.\*  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Riley & Co., W. J., grain and feed.  
House Co., F. A., hay and grain.  
Star Elevator Co., grain and hay commission.  
White Bros. Grain Co., grain and commission.

## JACKSON, MICH.

McLaughlin, Ward & Co., grain and seeds.

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.  
Southgate & Co., T. S., grain and hay.

## KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.\*  
Beach-Keever Grain Co., grain receivers.  
Bragg, E. O., grain commission merchant.  
Davis & Co., A. C., grain commission.  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkner, receivers and shippers of grain.  
Hinds & Lint Grain Co., receivers, shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Peirson-Lathrop Grain Co., commission merchants.  
Roshen-Carey Grain Co., grain, flour, millfeed.  
Snodgrass, Steele & Co., grain and seeds.  
Thresher Fuller Grain Co., grain commission.  
Tomlin Grain Co., J. R., kafir corn.  
Vanderslice-Lynde Co., grain commission.  
Waldron & Evans, receivers and shippers.

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McCray, Morrison & Co., track buyers.\*

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East Tenn. Feed Co., revrs. shps. hay, grn. feed.

## LA FAYETTE IND.

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## LEXINGTON, KY.

Brent, Inc., C. S., grain and seeds.  
Frost, David C., grain, seeds and hay.

## LOUISVILLE, KY.

Bingham-Hewitt Grain Co., revrs. & shprs. grain.\*  
Brandeis & Son, A., receivers and shippers.\*  
Callahan & Sons, grain receivers and shippers.\*  
Farmer & Sons, Oscar, hay and grain.\*  
Schuff & Co., A. C., grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoef & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay broker.

## MEMPHIS, TENN.

Buchanan & Co., B. B., grain, hay, feed.  
Clark, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Edgar Grain Co., J. B., receivers and shippers.\*  
Hawenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker grain and millfeed.

## MILWAUKEE, WIS.

Armstrong Co., W. J., hay dealers.  
Bell & Co., W. M., grain and seeds.  
Bartlett & Son Co., L., grain commission.\*  
Fagg & Taylor, grain merchants.  
Hottelet & Co., barley, rye and feed.  
Kamm & Co., P. C., barley and rye.\*  
Lawrence Grain Co., grain, hay, feed.  
Wissbeck & Co., Henry, grain revrs. and shippers

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cooper Commission Co., receivers-shippers.  
Mardell, Tenase & Noyes, grain commission.\*  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.  
Wis-Northern Grain Co., receivers and shippers.

## MONTGOMERY, ALA.

United Selling Co., Inc., wholesale brokers.\*

## NASHVILLE, TENN.

Harsh & Co., Alex. C., receivers and shippers.  
Hughes Warehouse & Eltr. Co., grain.  
Kendrick-Ross Grain Co., receivers, shippers.  
McLenore Grain Co., grain.  
Miller & Co., grain commission.  
Rose, Caswell E., grain receiver and shipper.\*  
Tanner & Co., John A., receivers, shippers, grain, hay.  
Wilkes & Co., J. H., grain.



## Directory of the Grain Trade

\*Member Grain Dealers National Association.

### NEWARK N. J.

Champlin & Co., F. A., grain and hay.  
Dag, Leslie G., grain receiver.  
Drake, N., grain receiver.  
Edwards & Co., P. J., grain, hay, flour.  
Smith & Wallace Co., J. C., Recvrs., Shippers.

### NEW ORLEANS, LA.

Benedict Commission Co., Ltd., hay commission.  
Leonhardt & Co., A. F., grain and hay.\*

### NEW YORK CITY.

Bradshaw Co., pop-corn and cereals.  
Forbell & Klipp, grain commission.\*  
Jones & Morey Co., grain brokers.\*  
Kusch, Otto, off grade grain, grain brokers.\*  
Morris & Co., Chas. B., grain, feed, hay.  
Ramey, Charles C., grain, hay, feed.\*  
Reinhardt & Co., Geo. N., grain and hay.  
Rubins Bros., damaged corn wanted.\*

### NORFOLK, VA.

Powers, L. W., corn, oats, hay, feed broker.

### OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., millers, grain, seed dealers.

### OMAHA, NEB.

Bewsher Co., The, grain receivers.  
Unvers Elevator Co., receivers and shippers.  
Huntley, E. R., grain commission.  
Lyons & Son, Geo. H., receivers and shippers.  
Thompson Grain Co., grain dealers.  
Transmissippi Grain Co., receivers and shippers.  
Uplake Grain Co., grain dealers.  
Weekes Grain & L. S. Co., commission merchants.

### PEORIA, ILL.

Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Mills Bros., grain commission.  
Northwestern Elevator & Grain Co., grain comm.  
Roberts, Moschel & Mosiman, grain commission.\*  
Ting, Hall & Co., grain commission.\*  
Van Tassel Grain Co., receivers, shippers.\*

### PHILADELPHIA, PA.

Baringer, M. E., grain and mill feed.\*  
Clevenger, S. J., buyer and commission.  
Delp & Co., Edmund E., grain receivers.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*

### PHILADELPHIA, PA.—Continued.

Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.  
Richardson Bros., grain, flour, mill feeds.  
Rogers & Co., E. L., grain, hay.\*  
Walton Bros., grain and feed.\*  
Warner, George M., grain and feed.  
Warr & Canby, grain, flour, feed.  
Woolman & Co., S. C., receivers and shippers.\*

### PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay straw.\*

### PITTSBURG, PA.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Graham & Son, Jas., grain, hay, mill feed.  
Herb Bros. & Martin, grain, hay, feed.  
McCartrey's Sons Co., Daniel, grain, hay.\*  
McCague, R. S., grain, hay.\*  
Morgan & Co., H. G., ear corn and hay.\*  
Pittsburg Transfer Eitr. Co., grain, hay, feed.

### PORTLAND ME.

Merrill, Edward P., grain broker.

### RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

### RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Brage, W. G., wholesale broker, grain, hay, feed.  
Fairbank & Co., S. G., grain, hay, seeds.

### SIDNEY, OHIO.

Wells & Co., J. E., track buyers, grain, seeds.

### SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

### ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Frederick Grain Co., J. L., revrs., shprs., grain hay.  
Gordon, T. F., grain dealer and broker.

### ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.\*  
Connor Bros. & Co., grain commission.\*  
Eaton, McClellan & Co., grain commission.\*  
Goffe & Carkner Co., grain commission.  
Green Com. Co., W. L., grain.  
Langenberg Bros. & Co., grain, seeds, hay.  
Mullally Com. Co., John, grain, hay, seeds.  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley, grain and grass seed.\*  
Seele Brothers Grain Co., grain.  
Sherry-Bacon Grain Co., grain commission.

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Brainerd & Wiggins, grain dealers.

### TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

### TOLEDO, O.

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Coon Grain Co., The, J. J., grain and seeds.\*  
Cuddeback Grain Co., grain commission.\*  
DeVore & Co., H. W., grain, seeds, mill feed.\*  
Goemann Grain Co., grain buyers.\*  
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McCabe & Co., G. B., grain and seeds.  
Merrell Co., The, seeds only.  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheat.\*  
Reynolds Bros., grain and seeds.\*  
Rundell & Co., W. A., grain, seeds.\*  
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The Toledo Salvage Co., salvage grain.  
Wickenheiser & Co., John, grain, mill feed.  
Zahn & Co., J. F., grain, seeds.\*

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Jolley & Blanchard, grain merchants.

### WEST CHESTER, PA.

King, Jas. L., shipper grain and feed.

### WICHITA, KANS.

Gaunt Grain Co., The, C. B., grain, seeds.  
Kolp, E. R. & D. C., millers, grain, seed dealers.  
Norris & Company, grain merchants.  
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 Grain Receivers and Exporters  
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 BALTIMORE, :: :: MD.

## Sinton Bros. & Company

Commission Merchants

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Illinois. We want strictly sound winter wheat,  
yellow shelled corn and re-cleaned white oats.

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**J. E. SOPER & CO.**  
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Buy all grades Wheat, Corn, Oats, Barley,  
Buckwheat, Milfeeds, and all kinds of Special  
feeds. Also handle consignments for  
New England Territory.

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GRAIN  
MERCHANTS  
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**UNITED SELLING COMPANY, Inc.**  
**BROKERS**  
**HAY GRAIN FEED FLOUR**  
Consignments Solicited  
Warehouse on track—Capacity 40 cars  
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I am always in the market for  
**Grain, Hay and Mill Feeds**  
SNAPPED CORN and ALFAFA HAY  
Wanted Especially.  
Quote prices delivered or f.o.b. your track.  
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**EDWARD P. MERRILL**  
**Grain Broker**  
PORTLAND, MAINE

Connection wanted with a good rolled oats mill

**Clark's Grain Tables for  
Wagon Loads**  
TWELFTH EDITION

The best and most complete edition of these  
popular reduction tables ever issued.

It contains 16 grain tables and two pages of  
freight tables all printed from heavy-faced type  
in two colors on 175-pound Manila stock. It is re-  
inforced at back with silk cloth.

It has a string loop attached so it can be hung  
up beside the scale beam. Marginal index for  
quickly finding table wanted.

All reductions are complete on one page. It  
has a range from 100 to 4,000 lbs. on 10-pound  
breaks.

The tables show the following reductions:  
Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed,  
45 lbs. Barley, Hungarian Grass Seed and Corn  
Meal at 48 lbs. Barley at 50 lbs. Shelled Corn  
Rye and Flax Seed at 55 lbs. Wheat, Clover Seed,  
Beans, Peas and Potatoes at 60 lbs. Wheat, 60  
lbs., with 1/2 3 and 5 lbs. dockage. Ear Corn at  
70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 65,  
48 and 32 lbs. per bu. when the rate per 100 lbs. is  
1 to 30¢ cents in 1/2 cent rises.

Price, postpaid, 50 cents

**GRAIN DEALERS JOURNAL**  
255 La Salle Street CHICAGO, ILL.

CLARK'S CAR REGISTER

Shows at a glance where to look for the  
record of any car of grain. It is made of  
heavy ledger paper, is well bound and  
indexed. Size 11x14 1/4 in.

No. 40 contains spaces for 9,000 cars, \$1.50  
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## Clark's Car Load Grain Tables

SEVENTH EDITION.

REVISED AND ENLARGED

With these tables you can quickly check up all reductions and detect and prevent errors,  
which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have  
been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton  
Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs.  
Barley, Buckwheat and Hungarian Grass Seed (45 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn,  
Rye and Flax Seed (55 lbs.), 9 tables from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes  
(60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within  
the numbers specified above are given in bold face type, the remaining pounds in light face type.  
Pounds are printed in red and bushels in black.

PAPER—These tables are printed on durable heavy Elen ledger paper and bound in leather  
covers with marginal index.

Price, delivered, \$2.50

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255 La Salle Street,

Chicago, Illinois



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Correspondence Solicited  
NEW ORLEANS LOUISIANA

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**GRAIN AND HAY**  
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## JACKSONVILLE, FLA., BROKERS

**BROWDER & HAYM**  
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Grain, Hay, Flour, Provisions  
Strict Attention Given to Consignments  
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### Your Opportunity

is here. Now is the time to let  
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**T. S. SOUTHGATE & CO.**  
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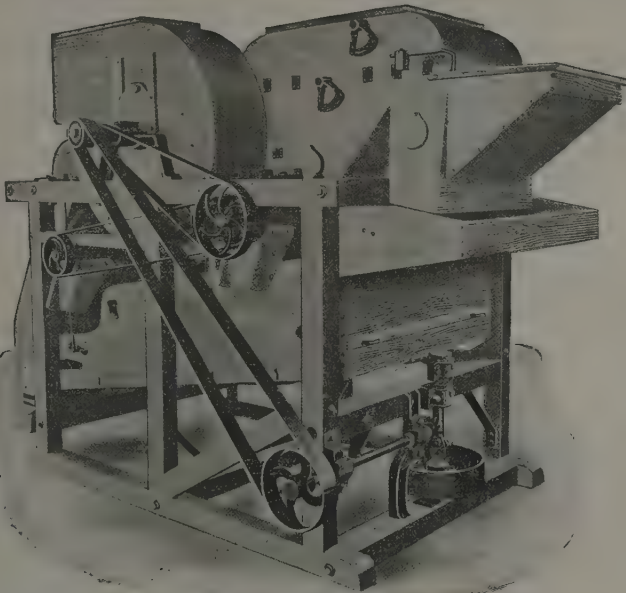
We will give you the best of service  
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Grain and Seed Commission Merchants  
Selling of grain by sample a specialty  
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**ROBINSON'S**  
**CIPHER CODE (Revised)**  
Bound in leather, gilt edges.....\$2.00  
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Your name in gilt letters on front cover  
25 cents extra.  
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**IT**  
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# DO IT NOW

Place your name and business before the  
progressive grain elevator men of the entire  
country by advertising in the Grain Dealers  
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## The Ohio Oscillating Corn & Grain Cleaner

This machine is the result of much  
experiment and constant study to  
place a machine for cleaning corn  
from the sheller, also cleaning  
oats and wheat, and to meet the  
requirements of the elevator trade.  
It has met the approval in every  
particular of those having the machine  
in use, and those contemplating  
buying a machine of this  
kind will do well to get our circular  
and price.

Get circulars and price of our Corn  
Shellers before buying

# The Philip Smith Mfg. Co.

P. O. Box 100, SIDNEY, OHIO



## POWER FOR GRAIN ELEVATORS.

The St. Mary's Machine Co.  
Manufacturer of

## Gas and Gasoline Engines

Especially adapted for Grain Elevators and Mills

THE ST. MARY'S MACHINE CO.  
St. Mary's, Ohio.

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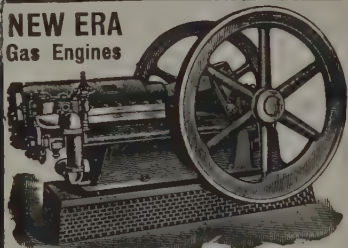
Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

Five Year Bond Guarantee

The most modern gas engine factory in America.  
Write us for elevator power Catalog X.

Prompt deliveries. Complete equipments.

WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

NEW ERA  
Gas Engines

And Gas Producers. Sizes 1 1/4 to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO., 86 Dale Street, Dayton, Ohio, U. S. A.

## Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Lozasecker, M. D., Price \$1.00.

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## Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

## FOOS ENGINES

Horizontal Type, 2 to 90 H. P.  
Vertical Type, 20 to 500 H. P.FOR GAS, GASOLINE, ALCOHOL,  
DISTILLATE AND PRODUCER GAS  
FOR ALL POWER PURPOSESGet Our 40-Page Catalogue No. 20  
Describing the Many AdvantagesTHE FOOS GAS ENGINE COMPANY  
SPRINGFIELD, OHIO

## OTTO ENGINES

## GOLD MEDAL AT JAMESTOWN

The U. S. Government paid this Company a big compliment when it selected the "OTTO" Engine for use in making fuel test at the Jamestown Exposition.

The Jury of Awards also proved its fitness for its task when it Awarded the "OTTO" the Gold Medal. The "OTTO" has won FIRST PRIZE at every large Exposition held in this country since the Centennial in '76.

OTTO GAS ENGINE WORKS, Phila., Pa.  
STANDARD OF THE WORLD

## Scale Opportunities—Save 20%

Dormant Scales made to set in floor and should be in use by every Grain Dealer.

Capacity 5000 lb. x 1/2 lb., Platform 48x48—	Price \$84.00
" 3500 lb. x 1/2 lb., " 42x44—	62.00
" 2500 lb. x 1/2 lb., " 47x30—	55.00
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Equipped with Double Brass Beam and Brass Sliding Poles—and for prompt orders only.

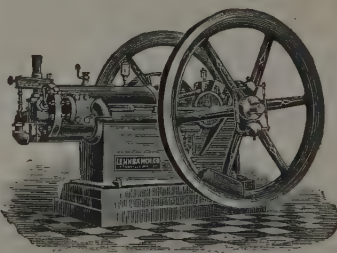
The Standard Scale &amp; Supply Company

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Made in size from 2 1/2 H. P. to 30 H. P.  
Special prices to elevators.  
Air cooled engines 2 H. P. to 4 H. P.

Write us for prices.

Lennox Machine Company  
40 G. Street, Marshalltown, IowaTHE PRACTICAL GAS ENGINEER  
(Fifth Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL.  
255 La Salle St., Chicago.



# POWER CAR LOADERS FOR ELEVATORS.

IF YOU WANT THE BEST  
CAR LOADER  
Write

The Ideal Car Loader Co.  
ALLENVILLE, ILL.

Say

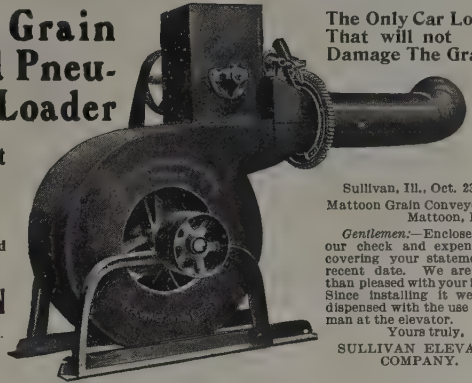
Let the Grain Dealers Journal  
Want Ads do your work.  
They bring quick returns.

## Combined Grain Cleaner and Pneumatic Car Loader

The only machine that  
will clean and load at  
the same time.

For descriptive circular and  
prices, address,

MATTOON GRAIN  
CONVEYOR CO.  
MATTOON, ILL.



The Only Car Loader  
That will not  
Damage The Grain.

Sullivan, Ill., Oct. 23, 1907.  
Mattoon Grain Conveyor Co.  
Mattoon, Ill.

Gentlemen:—Enclosed find  
our check and expense bill  
covering your statement of  
recent date. We are more  
than pleased with your loader.  
Since installing it we have  
dispensed with the use of one  
man at the elevator.

Yours truly,  
SULLIVAN ELEVATOR  
COMPANY.



are not only good enough to sell themselves when given a trial but also sell others, which proves what a customer of ours in Ohio said, that "A pleased customer is the best advertisement after all."

Corning, Kansas, Dec. 7, 1906.  
The Maroa Mfg. Co., Maroa, Ill.—Gentlemen: I enclose a check in payment of one Car Loader. We  
are more than pleased with our Loader. I don't know how we got along without it as long as we did.  
Yours respectfully, L. CORTELYOU, per J. E. Robinson, Mgr.

MAROA MFG. CO., Maroa, Illinois

## Any Weight

of grain up to 100,000 pounds is  
reduced to bushels by Clark's  
Decimal Grain Values, which  
also shows the value of any  
number of pounds in dollars  
and cents. Price \$5.00

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255 La Salle Street

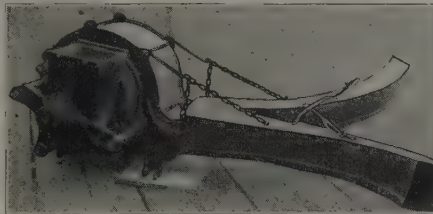
CHICAGO - ILLINOIS

## TONS to Dollars and Cents

Designed primarily for use of Coal and  
Hay Dealers. This book of tables shows at  
a glance the cost of any number of pounds  
of coal or hay at any price per ton from  
\$1.00 \$1.25, \$1.75, \$2.00 and so on to \$14.00. It  
is especially adapted for retailers. It is  
well printed on good paper, and bound in  
cloth. It has a marginal index. Size of  
book 4x8 3/4 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY  
255 LaSalle St. Chicago, Ill.



the car to capacity without putting a man in car; it thoroughly cleans the grain without cracking it. We consider  
the money well spent in buying it, and can cheerfully recommend the Daisy Car Loader to any one thinking of  
putting in a loader.

Send for Circulars and Prices.

A SUCCESSFUL business man knows  
that advertising in some form is  
necessary. He also knows that the  
active influence of a satisfied customer  
is the best advertisement in the world.  
I have just such customers as these,  
one sends an order for a loader to be  
shipped to a near-by town, while an-  
other sends in the following letter to be  
used to inform you that the Daisy Car  
Loader is just as represented.

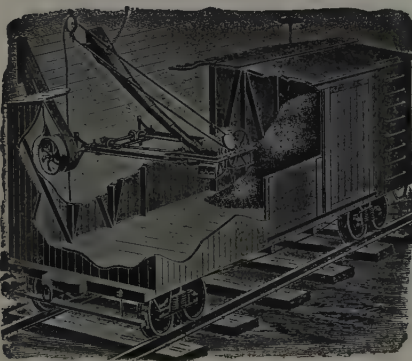
Bethalto, Ill. Feb. 11, 1907.  
M. C. Lilly, Maroa, Ill.

Dear Sir: We installed one of your Daisy  
Car Loaders in our elevator January 30th.  
It is giving excellent satisfaction. It loads  
the car to capacity without putting a man in car; it thoroughly cleans the grain without cracking it. We consider  
the money well spent in buying it, and can cheerfully recommend the Daisy Car Loader to any one thinking of  
putting in a loader.

Very truly yours, H. L. WINDSOR, Mgr. F. E. & P. Co.

M. C. LILLY, Maroa, Ill.

## The Champion Car Loader



The Champion, also the Sterling  
Car Loader is a perfect success for  
loading grain into cars without  
shoveling.

We control the Reynolds pat-  
ents, which are the pioneer patents  
on a successful rotary car loader  
for grain.

Beware of infringers. Suit is now  
pending against the Maroa Mfg. Co.

Write for prices and full particulars.

Excelsior Loader &  
Cleaning Co.

STERLING, ILLINOIS

## Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000  
wagon loads. Each man's loads are entered  
on his page. It keeps a record of scale weights.  
From it both debits and credits are posted to  
ledger, crediting the customer with the  
amount received and charging it to the grain's  
account.

In using this book the dealer minimizes the  
chance of making errors by posting from  
original entries.

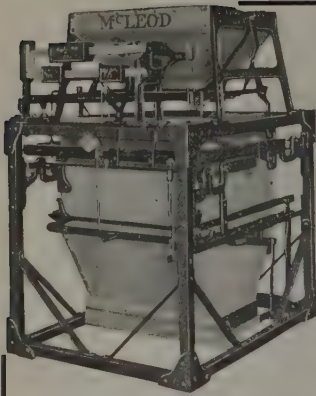
The book is ruled with column headings as  
follows: Date; L. F.; L. F.; Kind of Grain;  
Remarks; Gross; Tare; Net; Bushels;  
Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/4  
inches. The best linen ledger paper is used.  
The regular ledger index in front will accom-  
modate all names necessary. The book is  
bound in extra heavy cloth covers with leather  
back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY  
255 LA SALLE ST. CHICAGO, ILL.





## The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weighs and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

**J. D. EARTHART & SON**  
DEALERS IN  
GRAIN AND COAL

PARTRIDGE, KANSAS, NOV. 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as the weights now as any one, I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale, I can recommend it to any one who wants something good.

Yours truly  
J. D. EARTHART & SON.

WRITE FOR CATALOG

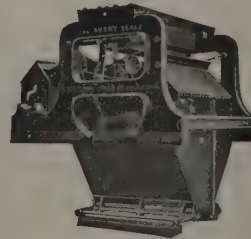
McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

## WHAT IS THE COST OF 800 BUSHELS OF WHEAT

At Gypsum City we cannot weigh our wheat and have to take destination weights. At this point, in handling 41,000 bushels

**We Are Short Some 800 Bushels of Grain**

The above is from a letter from the Salina Produce Co., Salina, Kan. In the same letter they write:



Since we installed our automatic scale at Longford our shortage of wheat has not exceeded  $\frac{1}{8}$ th of 1%

**If You Are Affected by the "Shortage" Question**

Write for particulars of

**AVERY AUTOMATIC SCALES**

Ask for Catalog F

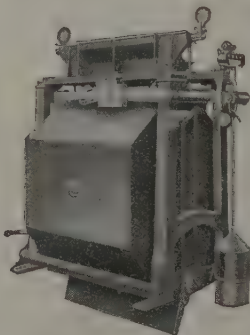
**AVERY SCALE CO., North Milwaukee, Wis.**

## SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought {PRICE, \$3.00  
Form 385 Record of Car Loads Shipped  
GRAIN DEALERS JOURNAL, 255 La Salle, St., Chicago

## Fairbanks Automatic Scales

### HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



#### Simple

Operated wholly by gravity, no springs, few parts.

#### Rapid

Double compartment hopper, each side dumping as opposite fills.

#### Accurate

Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 550-AW.

**Fairbanks, Morse & Co.**  
Wabash Ave. and Eldredge Court, Chicago, Ill.

## Mind That Ambuscade!

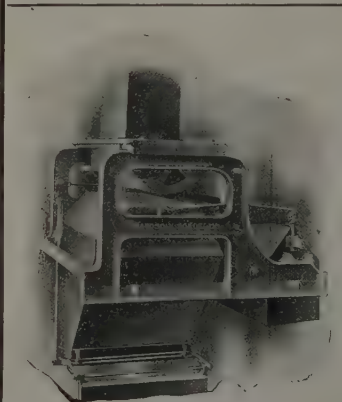
An Ambuscade Scale is One That Lies in Weight  
and is A Weigh Off

**BUY THE RICHARDSON**  
**WHICH NEVER LIES**

DAMAR KAN.

"I have tested the Automatic Elevator Scale that I purchased of you last August and find it absolutely accurate and correct. Accept thanks, as it has saved me the price in collecting the shrinkage on leaking cars."

W. D. HAYS.



**Richardson**  
**Scale**  
**Company,**

3-4 Park Row  
NEW YORK.

122 Monroe St.,  
CHICAGO.



## Corn Crop Made Money

FOR NO ONE

It's gone now, and Oats is all that is left.

You are **Badly Left** if you don't have a **Purifying System** to help you get the best out of what is left.

Good Oats are high priced.

Musty and Stained Oats are lower.

All Oats held over winter have a musty smell.

Are You going to let the other fellow make the biggest profit out of them?

Rise to your possibilities.

Be in position to make more money out of poor grain than out of the good.

Be a leader in your business.

Leaders are men who do things.

Anyone can do things with good grain to do with, but the man who can make good grain out of cheap looking stuff is the man that makes the money.

You can bet your good dollars such a man has a Purifier.

NOW is the opportune time for installing a System. No grain rush to bother.

Get the best out of what is left of the old and you'll then be prepared for the new.

To get the best, buy a U. S. Purifying System.

For particulars, write—

## U. S. Grain Purifier Co.

EARL PARK, IND.

## Hess=Dried Corn

Dried with Warm Air } With a  
Cooled with Fresh Air } Hess Drier

*Best for Shipping*

*Best for Storing*

*Best for Milling*

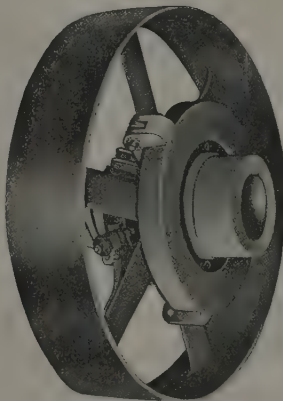
Hess=Dried Corn is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of Hess Drying sweetens it, removes all odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

## Hess Warming & Ventilating Co.

907A Tacoma Bldg., Chicago

# Everything for the Grain Elevator



Muir Improved Friction  
Clutch Pulley.

¶ Hundreds of our friction clutches are in successful operation in grain elevators throughout the country. Are you using them? They save time and money.

¶ Our sprocket wheels are cast from iron patterns and are correct as to pitch—the chain don't climb the teeth.



Sprocket Wheels.

¶ We manufacture Elevator Buckets, Flexible Spouts, Turnheads, Boots, Shafting, Bearings, Carpullers, Power Shovels, in fact everything for the equipment of a grain elevator.

¶ Send us your specifications. General catalog sent upon request.

## SKILLIN & RICHARDS MFG. CO., CHICAGO



## Five Dollars Each

is the regular price of the following car movers.

Our Price **\$3.75**

Each is claimed to be the best

{	EASY	}	We don't
	ATLAS		care
	SAMSON		which
	SPECIAL		you
	SHELDON		order
	CHAMPION		

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

## NO FIRM

who offers the

## Atlas Car Mover

for \$3.75 can buy them from us at any price!

**APPLETON CAR MOVER CO.**  
APPLETON, WIS.

## Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

## Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

## Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

**The Strong-Scott Mfg. Co.**  
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Richardson Grain Separators,  
Knickerbocker Dust Collectors

## Grain Dealers Supply Co.

322 4th Ave. South  
MINNEAPOLIS, MINN.

## Sells Machinery for Elevators and Mills

WRITE FOR PRICES

**Avery Automatic Scales**  
**Gasoline Engines**

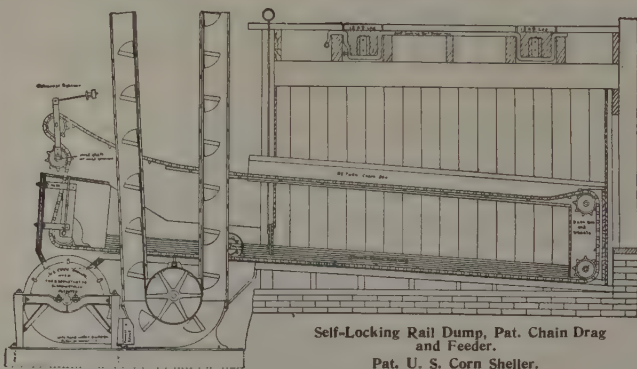
Watch for Our April Bargain Sheet

We Are Large Manufacturers of  
Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**



Self-Locking Rail Dump, Pat. Chain Drag and Feeder.  
Pat. U. S. Corn Sheller.

## Are You Building a New Elevator Or Remodeling an Old One?

In either case, this is the best time, labor and space saving plan ever offered you. No expensive pit. We have pleased others, why not you?

Owensboro, Ky., March 7, 1908.

B. S. CONSTANT CO., Bloomington, Ill.

Gentlemen:—The No. 3 U. S. Warehouse Corn sheller we bought of you about a year ago, is the best sheller we have ever used. We are highly pleased with it.

Chas. Broker & Co.

Write for No. 2 catalog. It will pay you.

REPRESENTATIVES:

NOTH SHARP-SAILOR CO., Chicago, Ill.  
RELANCE CONSTRUCTION CO., Indianapolis, Ind.  
FAIRBANKS, MORSE & CO., Kansas City, Mo.

**B. S. CONSTANT CO., Bloomington, Illinois**

## Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 255 LaSalle St., Chicago, Ill.

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A book invaluable to the country grain shipper in keeping a detailed record of his sales, shipments and returns from each shipment made. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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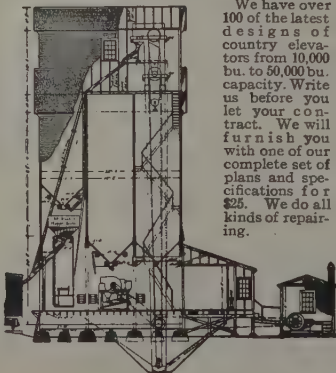
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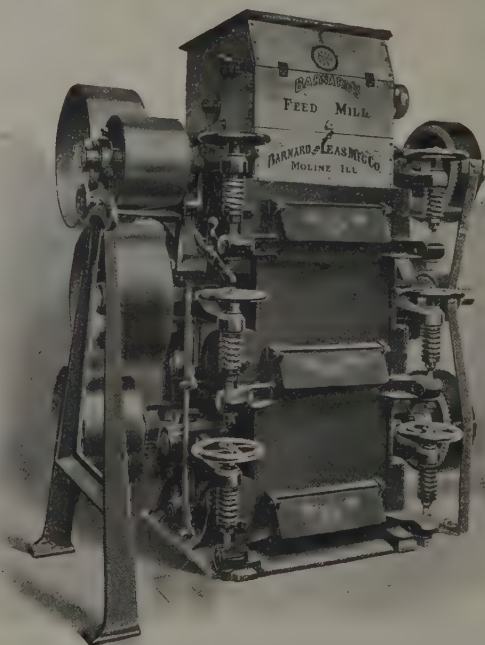
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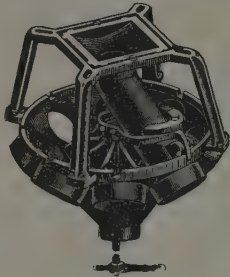
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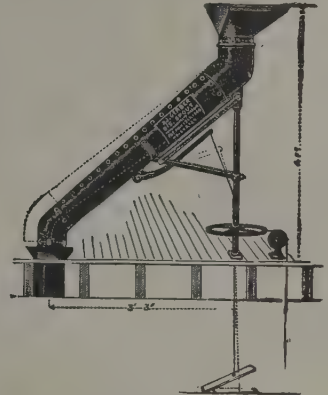
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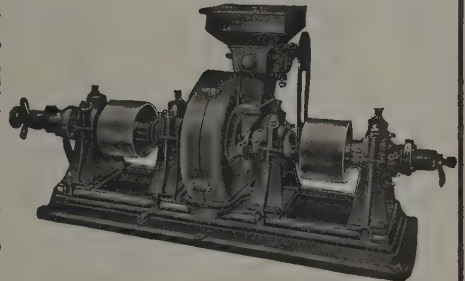
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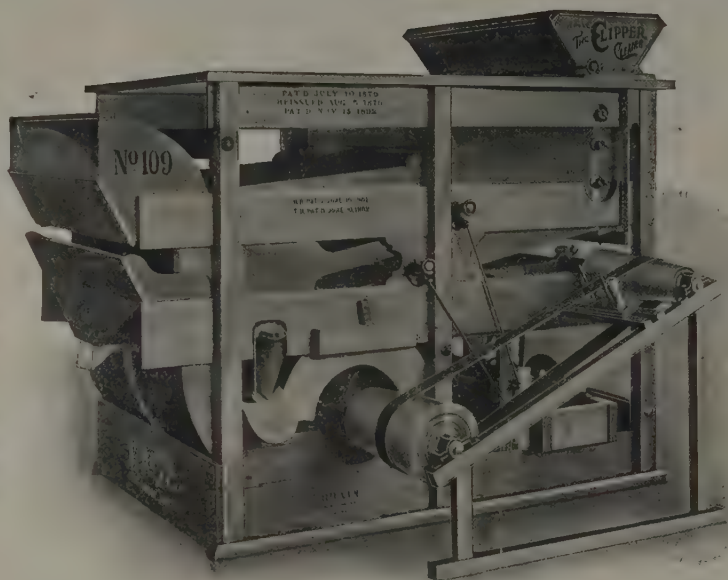
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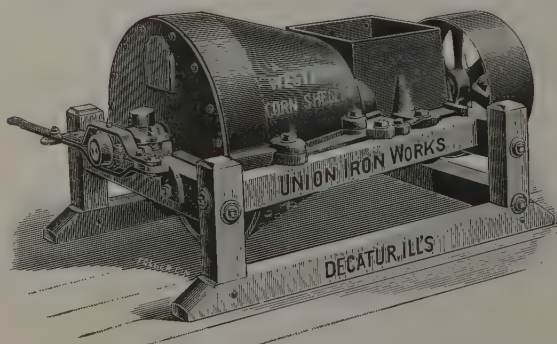


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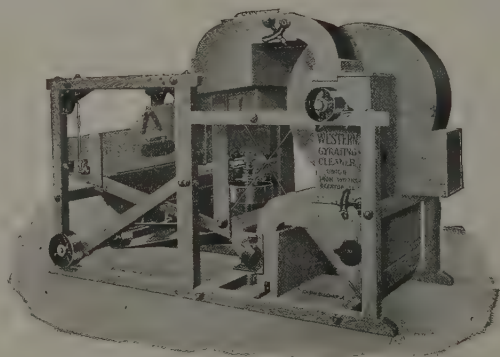
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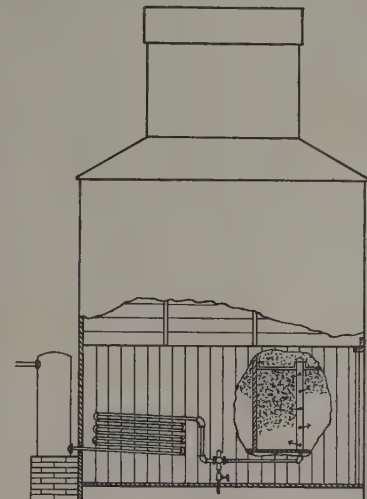
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ELEVATOR AND FEED MILL. Exclusive grain, seed, hay, feed and coal business in a live town in northern Indiana. Good surrounding country; general farming population, German descent. 2 R. Rs. Good reason for selling. Business good for \$80,000 annually. Address D. A. P., Box 11, Grain Dealers Journal, Chicago, Ill.

CONTROLLING INTEREST in an up-to-date elevator for sale. Have roll for grinding feed and chop. Also corn cribs, coal house and warehouse for storing hay. This plant is a money maker. Good reason for selling. Will also sell my modern 6 room residence. Address Eldi, Box 10, Grain Dealers Journal, Chicago, Ill.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE: 100,000 bu. capacity, doing business of about 500,000 bushels a year. Located in best grain district of western Indiana, on the Chicago & E. Ill. railroad, about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars. Address Nile, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade. Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.



## ELEVATORS FOR SALE.

FOR SALE—75,000 bushel elevator at Willmar, Minn., division point Great Northern Railway. Is fully equipped both as receiving and cleaning house. Ample power, four legs, car puller, power shovels, and all machinery necessary for the cleaning and handling of all kinds of grain. Duluth Elevator Company, Minneapolis, Minn.

ELEVATORS FOR SALE—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 7 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

BEST ELEVATOR BARGAIN in grain belt, 80M, steam, private ground, 2 residence buildings, county seat town, large coal business, ships 300,000 corn and oats. W. Ind., no competition, everything right, \$22,000. Particulars only to buyers who mean business and can handle. Meet me. And all other kinds elevators. Also agent Coon Bros. cold air grain dryer. It's right. John A. Rice, elevator broker, Frankfort, Ind.

## MISCELLANEOUS.

GET my list of great bargains in elevators. J. D. McGill, Van Wert, O.

MEMBERSHIP in St. Louis Merchants Exchange for sale. Address D. P. O., Box 45, Little Rock, Ark.

ADDRESS WANTED of H. H. Churchill of the Churchill Grain Co., St. Louis, Mo. Have communication for him. Address Hill, Box 3, Grain Dealers Journal, Chicago, Ill.

\$3,000 yearly in the real estate business. Experience unnecessary, as we teach you by mail and appoint you our special representative. Free particulars Am. School of Real Estate, Dept. 6, Des Moines, Ia.

WANTED to invest a few thousand dollars in commission firm or elevator company, with services as solicitor and buyer of grain and hay. Best of references furnished. Address Main, Box 7, Grain Dealers Journal, Chicago, Ill.

GALLATIN VALLEY LANDS. We have the exclusive sale of 14,080 acres of good Agricultural land, located a few miles from this city. These lands will be sold in tracts to suit, on easy terms at prices that will make every investor money. Write for list and full description. H. S. Buell, Bozeman, Mont.

WHOLESALE GRAIN, HAY AND FEED MILL business for sale at Baton Rouge. Property includes 90 x 100 ft. ware house; 90 x 128 ft. lot; 4 young mules; new harness; 2 new floats; platform scales; water works; electric lights and brokerage accounts. Everything new and of best material and in good condition. Large trade and the business is growing every day and now has all the business it can handle. 48 cars of feed handled this year besides car lots sold out of the city. With the addition of flour and meal the business would double. A bargain and dirt cheap. Selling to settle estate of senior member of the firm. Price \$8,500.00 cash. Apply to J. D. Hendrick, Baton Rouge, La.

## ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

ELEVATOR WANTED handling not less than 100,000 bus. Address Lock Box 5, Holland, Iowa.

WANTED to lease or buy an elevator handling from 150 to 200 cars yearly. Address T. B. Marshall, Sidney, Ohio.

WANTED; to buy four to six elevators with good business in W. Iowa or Nebraska. Address Lock Box 6, Cumberland, Iowa.

WANTED to lease an elevator and coal yard doing a good business. Address Rad, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED to exchange un-incumbered land in North Dakota for well located elevator. W. H. Reker, Phoenix Bldg., Minneapolis, Minn.

WANTED: To buy an elevator at good point in N. Dak. State full particulars in first letter. Address John, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED to run on joint acc't. Can commence May 1 in good grain country. Address E. F., Box 7, Grain Dealers Journal, Chicago, Ill.

WILL PAY CASH for an elevator on a good line in a good live town in central Ind. handling 150,000 or better. Address K. L. E., Box 7, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY an elevator in hard wheat belt in Kansas. Capacity 10,000 to 15,000 bus. Give price and description in detail, also how many competitors. J. W. Machin, Dorrance, Kansas.

## PARTNERS WANTED.

PARTNER WANTED to buy half interest in line of thirteen elevators. Eltrs. located in Northern Iowa, So. Minn. and So. Dak. All cribbed houses 20 to 30 M cap., no better line owned by any one. Want party who can take an active part in the management of same. Must be good office man and not over 45 years of age. This is an excellent opening for right party. Address Minnesota, Box 7, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as traveling solicitor. Iowa territory preferred. Experience, references. Address Ada, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of a grain business; 15 years experience. Best references furnished. Address Val, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED with good reliable firm as solicitor. Thoroughly acquainted with the grain trade in Iowa. Best of references furnished. Address P. Eide, Story City, Iowa.

WANTED—Position as manager of elevator in Ohio or Eastern Indiana. Reference as to experience, character and ability. Address G. C., Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED: By young man as buyer and manager in country elevator, 8 years experience in grain business. Can give good references. Address L. C., Box 20, Lamont, Iowa.

WANTED A POSITION by a practical grain man as mgr. of a cleaning house or country elevator. At references in regard to character and ability. Address Wood, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper and general office man by married man 25 years of age, steady, temperate, five years experience. Prefer location in Illinois. Address Os., Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager, bookkeeper and general office man by an experienced married man; fully competent to buy, weigh and sell; steady, temperate and industrious. Address Ridge, Box 7, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

WANTED—Competent superintendent for Grain Elevator, must be familiar with Chicago contract grades, drying corn, purifying and clipping oats, mixing, cleaning, grinding, etc. Address stating experience and salary expected, Clipper, Box 7, Grain Dealers Journal, Chicago, Ill.

## DO IT NOW.

### GRAIN DEALERS JOURNAL

256 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator      Post Office.....

.....bus.      State.....

**ENGINES FOR SALE.**

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 10 H. P. Hart-Parr Gasoline engine. Address C. F. Freehauf, Cresco, Iowa.

TAKEN IN TRADE—FOR SALE CHEAP: 1-44 H. P. Howe Gasoline Engine. Gregory Electric Co., Chicago, Ill.

FOR SALE: 5 H. P. Fairbanks, Morse & Co. gasoline engine in first class condition. Inquire of G. B. Hager, Dwight, Ill.

FOR SALE—18 H. P. gasoline engine in good running condition. Price \$180. Comet Motor Works, 47 S. Canal St., Chicago, Ill.

GAS AND GASOLINE ENGINES FOR SALE. Also steam engines, electric motors and generators. Complete plants installed. Ridgway Dynamo & Engine Co., 907 Andrews Bldg., Cincinnati, Ohio.

FOR SALE several gasoline or gas engines from 5 h. p. to 50 h. p., various makes, quick shipments and satisfactory warranty. We also have stock of steam engines and boilers. Address South St. Louis Foundry, No. 7514 South Broadway, St. Louis, Mo.

FOR SALE: 12 H. P. and 16 H. P. White Stationary gasoline engines; 20 H. P. 4 cylinder marine engine; 15 H. P. steam engine and boiler on skids; 12x8 1/2x10 duplex Worthington steam pump. All in excellent condition. Address Enterprise Machine Co., Minneapolis, Minn.

**GAS ENGINES FOR SALE.**

- 22 H.P. Fairbanks-Morse.
- 16 H.P. Fairbanks-Morse.
- 12 H.P. Fairbanks-Morse.
- 8 H.P. Fairbanks-Morse.
- 20 H.P. Otto.
- 8 H.P. Otto.
- 10 H.P. Ohio.
- 25 H.P. Columbus.
- 10 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

**ENGINES AND BOILERS.****FOR SALE.****ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.  
1748 Powers St. Cincinnati, O.

**ENGINES WANTED.**

WANTED—To trade 50 horse boiler, 40 horse engine, Brownell make, in use for 6 years for 25 or 30 horse gasoline engine. W. D. Rapp & Son, Sabina, O.

**MISCELLANEOUS WANTED.**

WANTED—100 ft. of 12 inch 4 or 5 ply rubber or gandy belting, cups 11 by 6 inches. Must be in good condition. W. D. Rapp & Son, Sabina, Ohio.

**MISCELLANEOUS FOR SALE.**

FEED MILL and gasoline engine for sale. Standard Lumber Co., Winona, Minn.

IDEAL VAPORIZER for sale. With it kerosene can be successfully used in any stationary gasoline engine. A. L. Parker, M. E., Box 288, St. Joseph, Mo.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

HALL SAFE FOR SALE. About 5 ft. high by 5 ft. wide, burglar and fireproof. First class condition. Address Springfield Milling Co., Springfield, Minn.

BELTING, ETC., FOR SALE. Belting, Pulleys, Shafting, Oils, Greases, Roofing, Car Pushers, Boiler Compound, Injectors, Grates, Packing, Lace, at right prices. Miller Oil and Supply Co., Indianapolis, Ind.

FOR SALE: two two-compartment Greiner moisture testers for gas, with glass flasks, etc. Used not to exceed six times. Price complete, \$25.00 each f. o. b. Chicago. Address Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago, Ill.

**FOR SALE.**

- One Cass Flour Sifter—\$60.
- One Allis Flour Reel—\$20.
- One Minneapolis Centrifugal Reel—\$20.
- One Willford Double Scalping Reel—\$20.

All in good order. E. C. Hogan, Carlyle, Ill.

**SCALES FOR SALE.**

SCALES for elevators and mills; low-price. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

**SECOND-HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO.  
COSTS 15 CENTS PER LINE.

**FOR RENT.**

FOR LEASE.—For term of years, warehouse and elevator located on the Mo. Pac. in Kansas City, Kansas. Warehouse capacity 600 tons of hay, chop mill 800 bags, grain storage 7,000 bus., all nicely and conveniently arranged, new and in first class condition. Unequaled shipping facilities to all points, and especially the south. This is a money maker. Write for particulars. Address Warehouse, Box 6, Grain Dealers Journal, Chicago, Ill.

**MILLS FOR SALE.**

CONTROLLING INTEREST in 150 bbl. Iowa mill for sale. For particulars address L. D., Lock Box 51, Truman, Minn.

NEW 250 BBL. MILL in best Oklahoma grain belt for sale. First-class and a bargain. For particulars address Owners, Box 218, El Campo, Tex.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

125 BBL. MILL IN SOUTH DAKOTA for sale. 25,000 iron clad warehouse in connection. Located in fine wheat country. Good reasons for selling. A money maker. Address H. Poehler Co., Minneapolis, Minn.

**MILLS WANTED.**

FLOUR MILL WANTED—75 to 100 bbls. capacity in prosperous growing city of 10,000 population. Cheap power, splendid market. Mining and agricultural resources. Address N. C. Haskell, Board of Trade, Baker City, Oregon.

**BAGS FOR SALE.**

NEW BURLAP BAGS made up promptly: bottom prices. We buy reliable second-hand bags, and carry all kinds in stock: get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

**POTATOES FOR SALE.**

GALLATIN VALLEY POTATOES. Will quote prices in car lots, if you are fond of good ones get busy. H. S. Buell, Bozeman, Mont.

**HAY WANTED.**

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

**CORN FOR SALE.**

MISSOURI AND IOWA ear and shelled corn for sale every day in the year, also Iowa and Missouri seed corn. R. W. Taylor & Co., Runnels, Iowa.

**Do You Want**

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.



## SEEDS FOR SALE.

**GRASS SEED.** Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

**SEED BARLEY** raised on upper Mississippi Bluffs, write for sample and price. R. E. Jones Co., Wabasha, Minn.

**REID'S YELLOW DENT SEED CORN** for sale. \$1.50 per bu. f. o. b. car. Address A. P. Wylie, Troy Grove, Ill.

**KANSAS GROWN Alfalfa** and other grass and field seeds for sale. Address J. G. Peppard, Kansas City, Mo.

**NEW CROP ALFALFA SEED**, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

**ROBBIN'S SPECIAL GOLDEN DENT SEED CORN** for sale. \$1.50 per bu. shelled, \$1.75 per bu. in ear. Satisfaction guaranteed. W. W. Robbins, Arlington, Ind.

**N. W. IOWA GROWN SEED CORN** for sale. Ear or shelled. Also pop corn to plant or pop, and feeder corn in car lots. Iowa Grain & Mfg. Co., Odebolt, Iowa.

**MOORE'S EUREKA & REID'S YELLOW DENT** ear seed corn for sale. Practically perfect in germination. \$3.00 per bu.; sacks free. Send for samples. C. Moore & Son, Kellerton, Iowa.

**SEED CORN.** Minnesota yellow dent seed corn also yellow dent grown in South Dakota in same latitude. Also have seed flax. Prompt shipment made on orders. St. John Grain Co., Heron Lake, Minn.

**SEED CORN**—Grain buyers get a good yellow corn for your customers; have a fine yellow corn raised on my farms at Modale, Iowa, that will mature any place in the Corn Belt, long ears and long kernels, small cob. L. G. Vincent, Odell, Ill.

**WHIPPOORWILL COW PEAS.** We have several cars of Whippoorwill Cow peas ready for immediate shipment. Write or wire for prices.

**TEXAS SEED & FLORAL CO.**  
Dallas, Texas.

**BARLEY**—We have good stocks of Bearded, North-Western grown, very fine in appearance, and also of Beardless, home grown, known to be pure, and of strong germination. Also Cow Peas, and Soja Beans, fancy quality and right prices. The J. E. Wing & Bros. Seed Co., Mechanicsburg, O.

## MISCELLANEOUS.

**WANTED:** Flour, Corn Meal, Hay and Grain. I want the agency for the sale of a very high grade of patent flour. A winner—also Corn Meal, Hay and Grain. W. J. Booker, P. O. Box 44, Memphis, Tenn.

## GRAIN FOR SALE.

**FOR SALE**—Oats and corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

**FOR CHOICE** Kansas Milling Wheat, either "Turkey" or the ordinary "Hard" variety, Kaffir Corn or Cane Seed, write The Western Grain Co., Wichita, Kan.

## GRAIN WANTED.

**WANTED**—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

**NEW CROP** buckwheat wanted. The flour for sale, also car good wheat screenings. Pape & Loos, Quincy, Ill.

**HOT AND DAMAGED CORN** of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

**PROPOSALS FOR FORAGE AND STRAW**—Chief Quartermaster's Office, Atlanta, Ga., April 1, 1908. **SEALED PROPOSALS** will be received here until 11:00 A. M., May 1, 1908, for furnishing corn, oats, bran, hay and straw during July, August and September, 1908, at Atlanta, Ga.; Forts Barrancas, Dade, DeSoto and Key West Barracks, Fla.; Fort Caswell, N. C.; Forts Fremont and Moultrie, S. C.; Forts McPherson, Oglethorpe and Screven, Ga.; Fort Morgan, Ala., and Jackson Barracks, La. Information furnished on application here or to quartermasters at stations named. U. S. reserves the right to accept or reject any or all proposals or any part thereof. **SAM R. JONES**, Lt. Col. and Chief Quartermaster.

## COTTON SEED MEAL FOR SALE.

**COTTON SEED MEAL** for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

**PURE OWL BRAND COTTONSEED MEAL.** Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

**FOR SALE**—Our Peacock brand of cotton seed meal is absolutely pure and always uniform in grade. Delivered prices furnished on request. We want hustling brokers in all sections for the sale of all of our products, meal, hulls, oil and linters. Peacock C. S. Meal Co., P. O. Box 44, Memphis, Tenn.

## POPCORN WANTED.

**POPCORN**—Those having this commodity for sale submit 4 oz. sample with lowest price, shelled, cleaned and sacked, any track. Bradshaw Co., 286 Greenwich St., New York.

## SEEDS WANTED.

**SEED OATS WANTED;** car lots. Early Oats preferred. Pape & Loos, Quincy, Ill.

**WANTED**—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

**WE ARE** in the market for Clover, Alfalfa, Millett, Cane Seed. If any to offer send samples and quote prices. Younkerman Seed Co., Council Bluffs, Ia.

**WANTED**—To buy millet for chicken feed, small lots or car load. Please send sample and price and state how much you have to offer. Address P. O. Box 772, Peoria, Ill.

**WE BUY** Medium, Mammoth or Alsike Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorn, etc., in car lots or less. The Kelly Co., Seed merchants, Cleveland, Ohio.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments. Solicited.  
Send Us Your Samples.  
**ASK FOR OUR DAILY BIDS**  
TOLEDO, OHIO

## SEED CORN

Our Goddard's "SILVER KING" White Dent won prizes (1907) wherever entered. It is a wonderful variety. We have other splendid kinds all Northern grown and tested. Also SEED OATS, SEED BARLEY, SEED FLAX, CLOVERS, TIMOTHY, etc. Garden and Flower Seeds. Get our catalog.  
**THE ADAMS SEED CO., 231 Water St., Decorah, Ia.**

## KAFFIR KORN

**J. R. TOMLIN GRAIN CO.**

Kansas City - - - - - Missouri

## THE ALBERT DICKINSON CO.

**Clovers**  
**Timothy**  
**Flaxseed**  
**Bromus inermis**  
**Dwarf Essex Rape Seed**  
**Main Office, CHICAGO, ILL.**

# SEEDS

**Blue Grass**  
**Orchard Grass**  
**Millet, Hungarian**  
**Redtop, Seed Corn**  
**Peas, Beans, Bags, etc.**  
**MINNEAPOLIS, MINN.**

## BUYERS OF SALVAGE GRAIN

### Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

**WM. B. GALLAGHER**  
**72 Pearl Street. BUFFALO, N. Y.**

### The Toledo Salvage Co.

**Buyers of**  
**OFF GRADES and**  
**SALVAGE GRAIN**  
**Toledo, - - - Ohio**

## A Friend When in Need is a Friend Indeed



If you haven't one of our passenger elevators you are in need of one of them.

## Why Walk When You Can Ride Without Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

### Time, Labor and Money Savers.

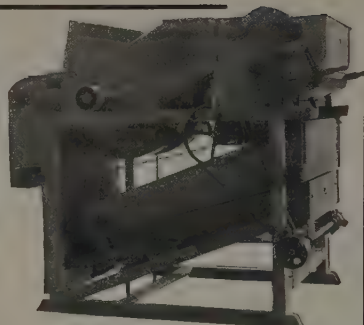
**They are No Trouble,  
Easily Erected, Well  
Made and Reliable,  
The Best.**

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

**Sidney Elevator Mfg. Co., Sidney, O.**

## Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

## Invincible Grain Cleaner Co. Silver Creek, N. Y.

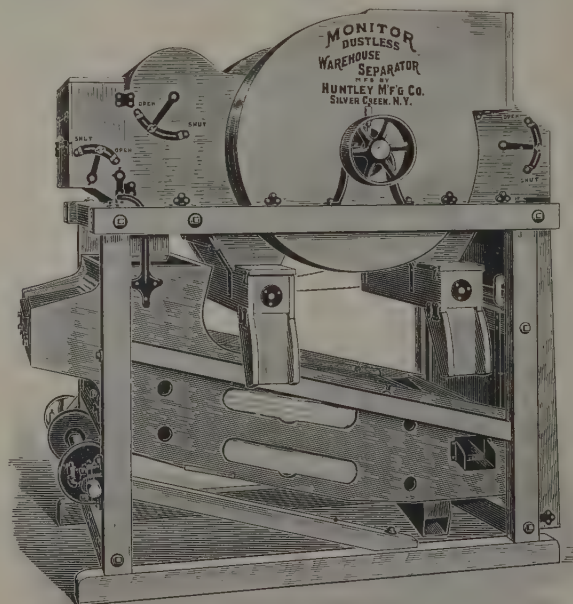
REPRESENTED BY

W. J. Root, 512 Traders Bldg., Chicago, Ill. Phone Harrison 667.  
Southwestern Office, 225 Exchange Bldg., Kansas City, Mo.  
C. L. Hogle, 923 Board of Trade, Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.

## USE THIS SEPARATOR FOR CLEANING OATS



This WAREHOUSE SEPARATOR can be used on oats as well as wheat and will remove all dust while the grain is in the first suction leg, so it is possible to place it in any part of the elevator desired.

The operation of this machine and its perfect cleaning qualities have given it a far greater usage than in any other machine built for like purpose.

Descriptive circular giving in detail as to its advantageous features will be sent you upon request, and we shall also take pleasure in referring you to men in your own neighborhood who have used this machine for years.

## HUNTLEY MFG. CO. Silver Creek, New York

BRANCH OFFICES

302 Traders Building, Chicago, Ill., F. M. Smith, Agent.  
316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agent.  
121 Front Street, New York, N. Y., W. K. Miller, Agent.  
Mississippi and 17th Sts., San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents.  
10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern Agent.  
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

BUILT OF WOOD OR ALL STEEL CONSTRUCTION—11 SIZES—CAPACITY  
75 to 3,500 BU. PER HOUR

The Monitor Compound Shake Separator is now being built with or without sieve cleaners as desired.



## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month  
by the

### Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

#### Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.

A Red Wrapper on your Journal means your subscription has expired.

#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 10, 1908.

NOW is the accepted time to overhaul and clean your elevator preparatory to handling the new crop.

WEAK foundations are proving very expensive, even when placed under elevators erected by the lowest bidder.

THE OWNERS of elevators illustrated in this number believe in advertising their business, as you will see by observing the signs.

THE NATIONAL corn show will be held this year at Omaha, Dec. 10-19th, fully late enough to give growers an opportunity to collect a few prize winning ears.

REBATES are no longer distributed very freely, but enough shippers are so favored to keep the courts employed. Two such offenders are reported in "Grain Carriers" this number and others may be expected soon.

CAR SERVICE credits are now obtainable by Michigan grain shippers who are willing to enter into written agreement with the Michigan Car Demurrage Bureau, but opponents of the scheme claim this is a form of discrimination prohibited by the Interstate Commerce Law. The railroads seek to exact more of shippers than they are willing to give.

DO NOT let your farmer patrons be put to the expense and trouble of replanting their corn, even tho you have to test the germination of their seed yourself. A second planting may result in so late a crop as to prevent its maturing.

CROP REPORTS in this number from grain dealers everywhere show their willingness to favor you with their views of conditions. Can you conscientiously refrain from reciprocating? You are welcome to the use of our columns.

FEED prices have been so high during the season now drawing to a close that every elevator man who has been equipped to grind has realized a handsome profit from his feed business, as well as been able to utilize screenings to advantage.

SMUTTY oats should not be used for seed until they have been treated with formaline. The chances of good crop are greatly improved at a mere nominal cost. Many farmers are fanning out the light chaff and drilling in the heavy seed, thereby insuring further improvement in the crop.

BULK HEADS in mixed carloads of different grains or different grades often result in heavy losses because of carelessness in building in bulk head. The shipper, who will not take time and material to build bulk head properly, pays a far greater price for building it in differently.

MEN or boys employed to pick bad ears and rubbish from drag chain feeds should be instructed to exercise care lest they be drawn into the machinery and crippled as was a helper at Hume, Ill., last week. One life might cost the elevator man more than a dozen of the best cleaners.

GRAIN MEN who have given much attention to prices of lowest bidders and no consideration to the plans and specifications are deeply chagrined to learn that the first cost is not the only cost to be considered. It has been found necessary to overhaul and strengthen several new crumbling elevators recently and at large cost. Intended economy has proved to be extravagant carelessness.

LABOR and lumber are obtainable at such a marked reduction from last year's prices as to reduce materially the cost of an elevator and naturally many grain dealers who postponed indefinitely the making of improvements are now preparing to proceed with the work. Business in most sections is recuperating so fast that those who early take advantage of the depressed markets can expect to realize a handsome profit by buying early. Those who recently have shopped around for bills of lumber have been amazed by the wide variation in prices and effected a material saving.

OAT HUSKS under no conditions of soil or temperature can be expected to produce oat plants, yet farmers of many districts failing to recognize the advantage of blowing the chaff out of their seed grain have no fanning mill and will waste much time, labor and acreage unless grain dealers insist upon cleaning the seed for them.

SPARKS from a passing locomotive resulted in the burning of one Illinois uninsured elevator recently and set fire to the platform of another. Evidently the railroads are not providing all engines with spark arresters as required by law. Still they insist upon being released from responsibility for damages to elevators built on their right of way by sparks emitted by their locomotives. The rent some railroads are now charging for sites would more than pay interest on a better site than they have to offer and also make the elevator owner independent of carriers whims.

SCOOPERS are rapidly queering their own game with the farmers and inasmuch as the farmers are getting off easily they will no doubt be glad to be rid of the disturber. Last month we published facts regarding an Ohio scooper, who sought to avoid paying for grain delivered and in Indiana news column this number is told of another who defaulted on his contracts for corn. The farmer will profit by refusing to sell grain to irresponsible parties, who have no investment in the business.

IT IS truly remarkable how many grain companies have fallen into the clutch of so-called law reporting companies, who have agreed to report proceedings of grain hearings before Interstate Commerce Commission or other committees at the apparently nominal sum of 10 or 12c a page. The grain dealers think nothing of spending 10c, but are startled and amazed when a bill for from \$500 to \$1,000 is presented for the service. So many have fallen into this trap, all must know of it soon, except those who never read.

COUNTRY buyers can not impress farmers too deeply with the importance of taking copies of all contracts to buy or sell grain and all scale tickets for grain delivered. Invariably will such precaution prove most satisfactory, because it reduces all transactions to writing and prevents misunderstandings and disputes. Thru the use of duplicating scale tickets dealers always have a copy of outstanding tickets and know what they are doing. Precautions of this character reduce business worries and foster cordial business relations. The dealer who does not systematically record every business transaction multiplies the opportunities for differences which always drive away trade.

ADVERTISING is not as often indulged in by country grain buyers as it should be in order to attain the maximum development of their business. Occasionally a dealer will advertise in his local paper. All could use it for more frequent announcements of interest to farmers. Then too, circular letters to grain growers would bring them closer in touch with the dealer and insure their having a knowledge of his ability to serve them as well as confidence in his desire to do so fairly. D. R. Risser of Vaughnsville, O., has recently favored us with letters he is forwarding to farmers and no doubt he will be much benefited by his efforts.

AN ELEVATOR man, who has had his business materially reduced by scooper competition, now refuses farmers who patronized the scooper any accommodations whatever, and even refuses to supply them with seed oats, insisting that inasmuch as they preferred to sell their grain to the scooper they should confine all their transactions to such irresponsible disturbers. Such action is hardly good policy, as the elevator man might be able to win back his former patrons thru courteous treatment, and prevent their having anything more to do with the scooper should he return next season. The farmer must be conceded the right to sell to whom he chooses.

IT IS wonderful how much better another man's business always looks to us, but such seems to be the case. Two country elevator men have recently wandered into what seemed to them very promising territory and made it very uncomfortable for regular elevator men at Indiana points, as the result of their bidding more for corn than it was worth. J. H. Snowden, who has operated a grain elevator at Lerna, Ill., for a number of years, could not forego the apparent splendid opportunity for profits in scooping grain at Ogden, Ill., and Frankfort, Ind., and so has made it very disagreeable for the regular elevator men, with the result that he is now applying for relief in bankruptcy from liabilities amounting to \$29,584, and his wife at the same time seeks relief from liabilities amounting to \$22,506. Snowden made it very uncomfortable for the dealers in the neighborhood of Ogden by paying more for the corn than it was worth, this being due to his error in judgment as to quality, and to a mistake of the railroad agent in quoting a freight rate to Baltimore lower than the schedule. He got the farmers of Clinton County, Ind., so wrought up that they clubbed together and boycotted Frankfort dealers. These same farmers are now wondering how much they will realize from their venture—some support of the scooper, and the boycotting of their friends.

SEVERAL Iowa dealers, among them the Lockwood Grain Co., are encouraging farmer patrons of their stations to use improved seed oats and drill their seed. It would seem possible to improve the crop of oats in all the surplus states, and Iowa dealers are giving more attention to this crop this season than ever before. The farmers of western Nebraska, who sowed wheat broadcast last fall are the only wheat growers of that state now engaged in the distressing occupation of plowing their wheat fields for another crop. While it is not certain that a crop will always be obtained where seed is drilled in, still the chances are greatly improved and in the case of Nebraska the lack of drilling is said to be the only reason why every farmer who sowed wheat last fall can not now report a 98% condition of the growing crop.

SHIPPERS who persist in loading cars so full that inspectors at terminal markets are unable to obtain admission must expect the grading of their grain to be delayed until arrival of car at unloading elevator. Inspectors ask that at least three feet be left between top of grain and car roof, otherwise they will not attempt to classify the grain in car. If every carload was of uniform quality and no shipper ever plugged a load, then it would be a comparatively easy matter to obtain a sample of each load at the car door, but shippers of some sections are unable to obtain sufficient grain of one kind and quality to fill a car, and others make no effort to keep grain of different grades separate, but dump it all into one car to their own detriment and loss, hence inspectors in order to obtain an average sample must draw samples from different parts of the car.

JUDGING from the complaints being filed by Iowa grain dealers of tenants who have sold them grain covered by landlord's lien, and left for parts unknown, that state is sorely in need of legislation which will protect the grain buyer. The high prices ruling for grain the past season have enabled the tenants to realize larger returns from their swindling operations than for years past. Dealers of other states have also complained of losses of this character, but Iowa dealers seem to have suffered even more than Illinois dealers. Until within recent years all legislation on the landlord lien problem has been designed to protect the interests of the landlord and force the grain dealer to serve him in the capacity of a collector without pay or notice and without the dealer's having any voice in the matter. The laws bearing on this subject merit careful consideration and it behooves the trade to co-operate actively in securing legislation which shall protect regular grain dealers, who buy in the open market, from the dishonest operations of tenants.

COUNTRY elevator men, who have of late installed shipping scales could not be induced under any consideration to go back to the old plan of loading to the line, and depending upon destination weights for settlement. Conducting business on such a haphazard plan could not be expected to result in very profitable returns. Slack methods in one department of a business are sure to encourage slack methods in other departments.

"ORDER" Bs/L containing "Care Consignee" clause covering shipments of grain by lake will not be discontinued next week, as contemplated, as the conference of bankers, grain shippers and carriers, held in Buffalo recently, deemed it inadvisable to change existing methods at present, but it recommended that banks and shippers scrutinize the responsibility of "Care Consignees." The banks object to the "Care Consignee" clause because it permits grain to pass out of the possession of the owner without the surrender of the B/L and into the possession of parties of whose responsibility they know nothing. The western shippers object to the clause because it permits grain to pass out of their possession before they receive pay for it and the eastern dealer objects because his grain is delivered to an intermediate handler between lake and rail carrier who assumes no financial responsibility. The Buffalo elevators should be willing to assume responsibility for grain entrusted to their care. Surely they are paid well enough to afford to do so.

GRAIN dealers everywhere are exercising more care in stating explicitly all terms of contracts of sale they seek to make, but in spite of the great care exercised by many, omissions and ambiguity occasionally creep in to the bewilderment of the buyer and to the loss of the seller, or vice versa. Dishonest tricksters are fewer than ever before in the history of the grain trade, but they appear when inadvertently the opportunity is given to take an unfair advantage. For instance, a buyer in a central market recently transferred and shipped to an interior point a car load of grain, which interior buyer claimed was plugged. Now the commission man sold the car to the central market shipper subject to local terms, grain was inspected by the official inspector and transferred through the house of the buyer, so if car was plugged there was no excuse in buyer not discovering it before it left town. To insist upon heavy discount after load has lost its identity is unfair and unreasonable. No fair-minded dealer has any patience whatever with the shipper who plugs his shipments, but the sale of grain at certain terms should be conclusive unless the identity of the shipment has been preserved beyond all doubt, thus making it easy to place the blame for the plugging.



# Letters

## From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### IN FAVOR OF ORGANIZING.

*Grain Dealers Journal:*—I read with much pleasure the communication from "A Buyer" in your issue for Mar. 25th proposing an organization among Elevator Agents. There is no question in my mind but that much benefit as well as pleasure would be obtained by the members of such an organization. I believe that we ought to get busy at once, and get organized during the summer months, while business in our line is slack.—"Another Buyer."

### FROSTED WHEAT CAN BE USED FOR SEED.

*Grain Dealers Journal:* I think your answer to E. J. Wagner in regard to frosted seed wheat Feb. 25th number of Journal is somewhat misleading and may prevent many farmers using frosted seed when they can do so to advantage and profit. I have raised several good crops of wheat in Canada from badly frosted seed and have also sold badly frosted wheat for seed to North Dakota farmers in car-load lots. Farmers who sow wheat by the car load generally know what they are about. I do not recommend frosted oats, but wheat that has not suffered from more than a light frost can be used for seed and so far as I can tell will produce as good a crop as seed not frosted.—T. G. Winter of Minneapolis, Venice, Italy.

### EARLIER VARIETIES OF CORN NEEDED.

*Grain Dealers Journal:* If you desire to do a good stroke towards aiding the grain business, get a LONG lead in your pencil and write an article on corn. You are advertising all kinds of cleaners, driers and blowers in your "Journal," and the improved machinery is O. K. so far as it goes, but with a little advertising and considerable talk by each and every country shipper toward improving the quality of corn grown, it will be a question of a short time when the farmers will take a tumble to themselves and get in the "Good Corn" procession.

Owing to the fact that the soil is losing each successive year a portion of its strength and fertility, it stands to reason that the farmers must make a change and get a variety of seed corn that will ripen earlier. Boon County White, Silver Mine and several more of the larger varieties are too large and require too long a season in which to mature. Many farmers have been delivering to the country elevator man the past winter a good quality of *Hominy* with the *Hull* on, and the country shipper in many instances paid for the *Juice*.

Country shippers should get busy QUICK and see that their farmer customers plant an early variety of corn, corn that will mature in 90 to 100 days, and inside of two years the farmers will all get in line and strive to outdo their

neighbor in raising EARLY Corn. The early corn will yield as much shelled corn as the later varieties, but the Cob pile will not be as large.

Send a little more time talking to the farmers and if necessary buy some early variety of seed corn for them—quit buying wet corn to dry out and coal to burn to dry it out—Nature will do its work if you give it a chance. Yours truly, C. A. Dryer, Champaign, Ill.

### Changes in Grain Rates.

Rates on flaxseed effective May 20 are quoted by the Lake Shore & Michigan Southern in ICC No. A2224 from Chicago to Buffalo 12c; to Cleveland 9½c; Dayton 6c; Ft. Wayne and South Bend 4½c; Toledo 7½c, in connection with the C., H. & D. and C., C. & St. L.

The T., P. & W. makes rates on grain in ICC No. 525 effective May 1 from Peoria, Ill., to Cincinnati, Jeffersonville and New Albany 7c, Indianapolis 6c, and to Louisville 8c.

The Wisconsin Central in ICC No. 1795 quotes 13½c on wheat from Minneapolis, when from beyond, to Bloomington, Petersburg, Jacksonville and Springfield, Ill., effective Apr. 30.

From St. Louis and East St. Louis the B. & O. S. W. quotes rates on grain of 13½c to Warren and Chardon; 10½c to Hudson, Mich., and Leesburg, O.; and 11½c to Kent and Millersburg, O., in ICC No. 5797, effective Apr. 18.

Corn, Chicago to Cedar Rapids, Ia., will cost 8c between May 1 and Sept. 30 over the Ill. Cent., according to its tariff No. 601A.

Seed oats will be carried at special rates by the Illinois Central from Chicago to stations on the I. C. and Ind. Sou., as provided in ICC No. A6880.

No grade corn in ICC No. 481 of the Sou. Ind. is given a rate of 4½c to Terre Haute and Brazil; in connection with the Vandalia, effective Apr. 25.

Elevation charges at Nashville, Tenn., are covered by the Louisville & Nashville in its tariff No. GFO1050, effective Apr. 23, when for southeastern territory.

Elevation charges at Nashville to the southeast are covered by the N., C. & St. L. in its circular No. 2806A, effective Apr. 20.

Rules governing minimum weights on grain moving between points on the C., C. & St. L. and Cinti Northern are prescribed by the former in its tariff No. Circ D454, effective Apr. 26.

Stopping grain in transit is covered in rules filed with the Interstate commerce commission by the C., C. & St. L. tariff No. 4235; E. & T. H. No. 850; Kansas City Sou. No. 2319; L. & N. No. A9933; Nor. & West. No. 2662; N. Y. Cent. No. B7280; Pere Marquette No. 1600; B. & O. No. 7220; C. & O. No. 13067; Rock Island No. C6851, amend. 42; Great Northern for Anoka, Minn., No. A2755; Southern No. 10774, sup. 2; and by the N., C. & St. L. in ICC No. 1380A, sup. 3, for Nashville and West Nashville, as reported in the *Traffic Bulletin*.

ELEVATORS are being built so much higher than formerly it is necessary to increase the size of the head pulley shaft and the length of the boxing as well as to buy better belting. One elevator man who recently started to install a cheap belt in a 75 ft. leg of his new elevator was amazed to see it part even before one end of it could be drawn over head pulley. The long legs require belts of best quality.

### Inspection Re-enforcement.

The Illinois State Grain Inspection Department will re-enforce its present methods of grain inspection just as soon as arrangements can be made to inaugurate a supplement to its present system. The present method of inspection will be continued but in addition to it there will be reinspection of samples at the office.

The present method of inspection is to send an inspector and his helper to the yards where the helper secures samples of grain from the cars by making generally four "draws" from different parts of the car with his trier. The inspector then grades the grain, places it in a sample bag, and sends it to the Exchange floor of the Chicago Board of Trade.

There will be no change in the method up to this point; however, under the new system two samples will be taken from the "draw" inspected by the inspector, one sent to the Exchange floor as usual, and the other to the State Inspection Department where it will be regraded by supervising inspectors. Hence in case the track inspector has made an error the office inspector will detect it and the grade be changed accordingly.

This system will entail an immense amount of work on the department and it will be some time before it can be put in force. Chief Inspector Cowen desires however to minimize chances for error and believes double inspection will eliminate all possibility for error.

At a meeting April 9 of Chicago receivers and the State Railroad & Warehouse Com'n the plan was discussed and approved tho no formal action was taken. The meeting also provided for four grades of a Northern wheat known as "velvet chaff." It is not good enough to class with No. 1 and No. 2 Northern Fife, so special grades were made for it.

COST of operation and maintenance is worthy of far more consideration than cost of installation.

RECEIVING SINKS are being crowded outside the elevator proper by many builders because they do not require as expensive housing as the grain storage bins and by so doing the receiving capacity of the house can be increased at less cost than where pits are built inside elevator. The storage capacity of the elevator proper for buildings of the same dimensions will also be greater by reason of placing pits or dump sinks in shed adjoining elevator and the receiving capacity can easily be increased.

The man who can devise a scheme that will for all time stop a belt from slipping, will achieve fame and fortune. It is recognized that the most common source of loss of power is the slipping of the belt on the pulley rims, almost invariably due to the belt being too long. The distance between the pulley centres being fixed, it is obvious that the tension in the belt (when the pulleys are stationary) depends on the length of the loop, and any tendency to slackness will result in the belt not being held against the pulley rims with sufficient pressure to develop a driving force large enough to transmit the required power. We cannot prevent the belt from increasing in length, for the continual and rapid changes in tension as it forms, alternately, the "tight" and "slack" sides, are bound to cause permanent stretching.—*The Millers Review*.

# Crop Reports

## Illinois.

Ottawa, Ill.—Corn did not mature and most of the crop is still in farmers hands.

Osgo, Ill.—It looks good for the farmers to put in their crops this spring.—E. G. Samuelson.

Marselles, Ill.—Very little corn has been marketed here. Much of it is still too soft to shell.

Fairbury, Ill.—About 25 per cent of the corn is in farmers hands and 5 per cent of oats.—F. L. Churchill.

Rock City, Ill.—About 10 per cent of oats in farmers hands, that is about all the grain to be marketed.—N. Rokhof & Co.

Dixon, Ill.—About 40 per cent of corn and 30 per cent of oats in farmers hands. Oats seedling just commenced.—Geo. D. Laing.

DeWitt, Ill.—Wheat is looking fine, at this time of year. Farmers are most done sowing oats.—J. W. Wallrich, agt. Rogers Grain Co.

Tuscola, Ill.—The corn in farmers hands 15 per cent, oats 2 per cent. About ½ of oats are in. Grass good, ground wet.—R. & J. Ervin.

Rockport, Ill.—Wheat about all gone; corn about 10 per cent of corn on hand. Growing wheat looking fine, oats all sowed.—Shaw, Garner & Co.

El Paso, Ill.—Oats sowing will be finished in a couple of days (Apr. 7). No wheat here. Farm work is progressing satisfactorily.—F. S. Larson.

Warrensburg, Ill.—About 20 per cent of corn on hand, not much oats. Oats seedling nearly done, so far sown in good shape.—Victor Dewein.

Paris, Ill.—Corn in farmers hands about 10 per cent, oats almost entirely gone. Oats seedling not half done, too wet, wheat looking fine.—Rudy & Co.

Taylorville, Ill.—Wheat in farmers hands none, corn 20 per cent and no oats. Wheat looking well, oats practically all seeded in good condition.—Wm. Loveless.

Beardstown, Ill.—Not over 5 per cent of wheat remains in farmers hands. Prospects on new crop brighter than they have ever been before.—Schultz, Baujan & Co.

New Holland, Ill.—Over 10 per cent of corn in farmers hands, 2 of oats and 3 of wheat. Good wheat prospects. Do not know how oats will come out yet.—D. M. Burner.

Beardstown, Ill.—In farmers hands, no wheat, about 15 per cent of corn and no oats. Condition of the growing crop never looked better, wheat looking fine, good growth and color.—Beardstown Lumber & Grain Co.

Petersburg, Ill.—Winter wheat prospects good so far, about usual acreage sown last fall. Oats nearly all sown, and I think an unusual acreage sown. Not much old corn for sale.—J. Colby Beckman, sec'y Five Point Grain Co.

Clifton, Ill.—Oats in farmers hands for sale, one per cent, corn 40 per cent. Oats seedling 75 per cent finished, none showing above the ground, where sown, ground wet, but in fine condition.—R. F. Cummings Grain Co.

Golden, Ill.—All the oats sown, 90 per cent of acreage. Plowing for corn. Growing wheat fine prospects, 100 per cent; old wheat in farmers hands 10 per cent, corn 50 and oats 8 per cent.—M. L. & A. E. Selby.

Kansas, Ill.—Grain in farmers hands, 25 per cent of corn, 10 per cent of oats, one per cent of wheat, and 25 per cent of hay. Wheat looks well, oats not coming up, seed is bad, farmers are plowing some for corn.—C. M. Faxon.

Bloomington, Ill.—The estimate of oats is 65% and of corn 40%, wheat is fine, about 90%. Oats seedling practically completed, under ideal condition sprouting well, increased acreage. Spring ploughing early and corn will be seeded early.—Baldwin-Walker-Tankersley Co.

Chenoa, Ill.—The corn on farms 60 per cent and oats 30 per cent. No wheat sown in our territory. Oat seedling progressing nicely, season early, soil in good shape. Grasses coming on fast. About the average acreage of corn and oats will be seeded here.—Kirkpatrick, Lackland & Co.

Fairmount, Ill.—The stock of corn in farmers hands will not exceed 10 per cent, oats not over 5 per cent. Seeding backward, too much wet weather, very little oats seedling done at present. Wheat looking well, but very little sown in this section.—O. C. Brown.

Sidell, Ill.—Oats about 5 per cent and corn 20 per cent in farmers hands. Oats seedling about ½ done thru this territory. No wheat raised to amount to anything. Considerable corn cribbed up in dealers hands, possibly 1 per cent of the 1907 crop.—R. G. Herron, Sidell Grain & Eltr. Co.

## Indiana.

Trafalgar, Ind.—Wheat is looking good in this locality. Fine growing weather.—Geo. W. Burton, agt. Wm. Suckow.

North Manchester, Ind.—No grain for market in farmers hands. The growing wheat is doing well and the spring planting is progressing favorably.—Kliney Bros.

New Lisbon, Ind.—Growing wheat looking fine, oats sowing making rapid progress. Not a large amount in farmers hands.—Chas. W. Mouch.

Bourbon, Ind.—Very little wheat or oats in farmers hands. Growing wheat looks fine, acreage hardly up to the average. Good crop of oats being put in.—Bourbon Eltr. & Milling Co.

Morrisstown, Ind.—About 25 per cent of the grain in farmers hands. Growing grain looking fair, seedling well along. Spring plowing progressing nicely.—M. C. Burt Grain Co.

Waterloo, Ind.—Very little grain left in farmers hands. Oats are being sowed in fine shape; wheat is very promising at present; from all appearances we will have a fine crop.—J. L. Leas.

Culfax, Ind.—About 75 per cent of corn still in farmers hands, oats and wheat practically all marketed. Present condition of growing crops fair; rain keeping oats sowing back.—Jordan & Conarroe.

Columbus, Ind.—The stock of grain in farmers hands is limited, mostly marketed. Growing wheat looks fine, perfect for a good crop; a large acreage of oats sown. Clover looking well.—H. Griffin.

Decatur, Ind.—No corn in this locality. About 10 per cent of wheat in farmers hands, about 15 per cent of oats. Wheat looks fairly well, but small, farmers are sowing a good acreage of oats.—G. T. Burk.

Brook, Ind.—About 25 per cent of last year's crop of corn still in farmers hands. Quality poor, no corn left. Oats seedling will wind up in a few days, they are going in the fine shape.—Lyons, Esson & Light.

Shelbyville, Ind.—Stock of wheat in farmers hands light, corn about 30 per cent of last crop. Growing wheat in fine condition; spring plowing well under way and prospects bright for a good crop year.—G. W. Kennedy & Sons.

Cambridge City, Ind.—Not much wheat, no more than 20 per cent of corn and no oats left in the farmers hands. About ¾ of oats crop sown. Wheat and grass looks well; weather too wet for advancement of spring crops.—J. S. Hazelrigg.

Wabash, Ind.—Wheat in farmers hands very light, also in eltrs., oats light and a very little more for shipment, also corn. Growing wheat in good condition; acreage 15% less than last year. Very little oats seeded yet.—T. W. King & Son.

Rensselaer, Ind.—About 15 per cent of corn in farmers hands, very little oats besides what will be used for seedling, possibly 5%. Oats seedling a little late, on account of local rains, but on the whole progressing satisfactorily. A full acreage will be sown.—Babcock & Hopkins.

Monticello, Ind.—Not much more than 10 per cent of corn from last year's crop in farmers hands, and about 6 per cent of oats. Wheat is looking well. Oats sowing on prairie mostly done, some sections are now ready but too much moisture, will begin on the 15th.—Loughry Bros. Milling & Grain Co.

South Whitley, Ind.—We do not think that 15 per cent of the 1907 crop of grain is in farmers hands. Condition of wheat in this section favorable, has not looked better for years. The farmers are now starting to plant oats. The acreage of wheat is very small compared with other years. We think there is going to be a big acreage of oats.—O. Gandy & Co.

Kendallville, Ind.—About 10 per cent of the wheat crop yet to market, no oats, rye or corn. Farmers are shipping in corn and oats for feed and seedling. The growing crop is in fine shape so far and if nothing happens to it we will expect an average

crop of wheat, rye and clover seed. Farmers are just sowing their oats now, and if weather is favorable will finish by Apr. 15.—Campbell & Co.

Worthington, Ind.—But little grain left in farmers hands in this section. Eltrs. and mill fairly well supplied for home consumption. The advance in live stock prices checked the movement of corn, and our eltrs. are practically idle. Oats seedling now in progress, but only a small acreage will be sown. The growing wheat promises well, in fact was never better at this time of the year. Farmers will plant every available acre in corn, that being our principal crop.—J. D. Myers.

## Iowa.

Spencer, Ia.—Oats 95 per cent marketed, corn 75 per cent. Seeding conditions good.—DeWolf & Wells Co.

Sheldon, Ia.—The grain in farmers hands Apr. 1, oats 5 per cent, barley 5 per cent and wheat 10 per cent; everything nearly gone.—S. J. Button Eltr. Co.

Vinton, Ia.—Oats about 20 per cent in farmers hands. We shipped 30,000 bus. of corn from the south for feed, no corn in farmers hands.—Bickel Grain Co.

McGregor, Ia.—Not much grain in farmers hands at this place. Very little seedling done and no growth yet. Weather cold and ground wet.—Gilchrist & Co.

Estherville, Ia.—Oats in farmers hands about 10 per cent. Seeding just commenced, ground in good condition but spring backward.—B. B. Anderson.

Sibley, Ia.—Good prospects next year, some oats sown, corn was very poor. We shipped 10,000 bus. of corn and will have to ship in more.—L. B. Spracher & Co.

Jefferson, Ia.—Seventy-five per cent of the corn has left the farmers hands; 90 per cent of the oats. The oats are just being put in the ground in fine condition.—D. Milligan Co.

Des Moines, Ia.—Not more than 15% of the last oat crop and about 30% of the corn crop still in the farmers hands. It will be seven months before the new corn crop will be ripe.—Lee Lockwood.

Belmond, Ia.—We have had a fine March, the wheat is in the ground, and the ground is in fine shape for crops. Farmers are talking of putting in oats next week. We are still shipping in corn.—C. L. Furuseth.

Hubbard, Ia.—Corn and oats in the farmers hands, just about enough for feed and seed. There is practically nothing to ship from this section, until we grow a crop. Seeding is in full blast, will take about a week to finish.—C. C. Buck.

Swea City, Ia.—Very little seedling done, we are getting a cold wet rain all day turning to snow (Apr. 8). I look for it to continue all the week. About one-half enough of the corn and oats left to feed until it grows again.—G. S. Livermore.

Calmar, Ia.—About as near as we can ascertain about 3,000 bus. barley in farmers hands to be marketed in May and June and about the same amount of oats. We are shipping in corn since last fall. Scarcely any seedling done yet, farmers are about ready for sowing oats, wheat and barley.—Meyer & Co.

Sioux City, Ia.—The amount of oats in farmers hands is about 2 per cent, practically none, of corn, about 25 per cent. Winter wheat looks fine and spring wheat and oats seedling has progressed nicely and under very favorable condition. Large acreage will be seeded.—Tiedeman Eltr. Co.

Tama, Ia.—Stock of oats in farmers hands outside of feed and seed, 10 per cent, corn 30 per cent. Farmers paying 60c for corn. Farmers will finish seedling small grain this week (Apr. 8). Too early for growing grain reports, none up yet of spring sowing. No winter grain raised.—O. P. Beale & Co.

Galva, Ia.—Very little grain left in farmers hands, look for a little corn to move after seeding and corn planting is done. Farmers have commenced work in the fields here to some extent. The movement will be general by the 15th with the continued good weather indications are good for a good crop this season.—S. O. Jackson.

Albia, Ia.—Practically no grain in farmers hands here now, we are shipping corn in to this point for farm trade. The spring seedling has progressed in fine shape, spring wheat all sown and a much larger acreage than usual, it is coming up fine. Oats ½ or ¾ planted, and have gone in in fine shape, ground in fine condition and weather fine; wheat looking good, a great deal of ground broken for corn.—Wilkin Grain Co.



Sloux City, Ia.—The stock of grain in farmers hands in this vicinity is smallest for years. The crops were not large and the good prices, roads and car supply have operated to draw to market a larger proportion of the crop than usual. Wheat is all seeded and oats seeding just beginning. Ground has been dry but a rain to-day (Apr. 7) put it in good shape, conditions favorable.—Fields & Slaughter Co.

## Kansas.

Jennings, Kan.—A larger acreage of wheat this year than last. Wheat has suffered from winter freeze and drouth, no flies or bugs.—G. W. Roller.

The wheat fields in Kansas and Nebraska are looking green and vigorous reports Gardiner B. Van Ness of Chicago on his return from the Pacific Coast.

Harper, Kan.—About 10 per cent of wheat in farmers hands, 25 per cent of corn. Crops look good, some green bugs and hessian flies.—Harper Mill & Eltr. Co.

Axtell, Kan.—The corn in farmers hands, 15 per cent, wheat 10 per cent. Oats have all been planted, no other seeding has been done, for the reason that it is too early.—D. C. O'Neill.

Hutchinson, Kan.—Wheat in farmers hands 10 per cent, corn 20 per cent. Growing wheat looks well as usual at this season, some flies all winter but no damage done yet.—The Kansas Grain Co.

La Crosse, Kan.—Little wheat left, about 3 to 5 per cent. The growing wheat looks well, but we need rain. There are rain prospects now; no damage so far except by wind. Spring seeding conditions good for oats and corn.—La Crosse Lumber & Grain Co.

McPherson, Kan.—Stock of wheat in farmers hands is about 5 per cent of crop, one-half as much as last year. Growing crop is fair but we need rain badly. Stock of corn is very small, less than last year, too early to tell about spring seeding.—H. Parker.

Wellsville, Kan.—Wheat in farmers hands, about one-quarter per cent, corn to market yet, next to none. Growing wheat, growth delayed by dry weather, until a week ago; had rains, now in good condition. Have heard no complaint of flies or bugs. Oats are sown, and ought to get good start now. Too early for corn planting here.—Star Grain & Lumber Co.

Wellington, Kan.—Between 4 and 5 per cent of old wheat still in farmers hands in Southern Kansas. The growing wheat is in very good shape and the ground in good condition. Oats are up and looking well, farmers are plowing for and planting corn. Unless some unforeseen thing happens Southern Kansas will have a good crop this year.—The Hunter Milling Co.

Enterprise, Kan.—At the 26 stations in central and western Kansas, where we are buying the amount left in farmers hands varies from 10 to 15 per cent of the crop. The growing crop is in excellent condition, we begin to need rain, but the recent rains have put the crop in splendid shape again. Very little oats sown, corn planting just commenced.—C. Hoffman & Son Milling Co.

Wellington, Kan.—The wheat crop in this section of the country is as good as we have had at this time of the year for a number of years. No report of damage to any extent, the growing wheat is looking well and strong. The supply of old wheat in the country that will do for milling purposes is pretty light, and we do not think that we will have much surplus on hand when the new wheat begins to move.—Wellington Mill & Eltr. Co.

Halstead, Kan.—The wheat stock in farmers hands Apr. 1 will not exceed 5 per cent of the 1907 crop, in the territory tributary to Halstead, in fact we doubt very much if it will reach 5 per cent, as the stock of wheat in farmers hands on Apr. 1, 1908, is lower than for many years. Condition of the growing crop is excellent except that we are very much in need of moisture, which must come within the next couple of weeks, or our wheat will suffer very materially.—The Halstead Milling & Eltr. Co.

Lawrence, Kan.—The real green bug is now known to exist in Kansas save in two isolated places. Many samples have come to Kansas university containing an insect which looks like the "green bug," but is a common wheat louse that need cause no concern.—(Macrosiphus Granarion). All reports concerning the green bug thus far verified by the university have proved not to be the green bug, but this common wheat louse. The bug may be distinguished by the color of the tubes on the body. In the green bug these are green, in the

wheat louse shiny black. The green bug, contrary to general belief, has not held its own, but has been rapidly disappearing in the very restricted locality where it abounded last fall.—Professor Hunter.

## Kentucky.

Uniontown, Ky.—Not over 5 per cent of wheat in farmers hands in our section. Growing crop looks very well, though acreage is short, young grasses look well.—M. J. Clement.

Versailles, Ky.—At the present time our wheat crop is showing well; a good stand on the ground and the plant has made rapid growth in the last three weeks, some few fields too far advanced for the season. About 15 per cent of wheat still in farmers hands, the acreage slightly less than last year.—J. Andrew Cain.

## Missouri.

Lee's Summit, Mo.—We had some much needed rain Mar. 30.—E. P. Clark.

Hannibal, Mo.—All the wheat in this section practically moved out.—Hannibal Milling Co.

Columbia, Mo.—The crop season of 1908 is opening up very much like that of the year previous. The month of March was very favorable for farm operations and the farmers are well up with spring work. Very few correspondents report damage to wheat from insects of any kind, but a number report some damage from lack of moisture. Not a single correspondent has reported the appearance of the "green bug," which had made its appearance at this time last year. While the top growth is not unusually rank, it seems to have made good root growth and as a whole the crop promises very well. The average condition is generally very even thruout the state. Only a very few correspondents report a condition below 80, while many give the condition for their respective neighborhoods as 100. The average for the state, which is 91, is three points below the high average on April 1, 1907. The acreage sown last fall was 2,110,669 acres, which is about 8 per cent below the acreage sown the previous year. In unusually large amount of fall plowing has been done and spring plowing has begun, and corn planting will soon be under way in the southern part of the state. On April 1st 32 per cent of the entire corn land had been plowed, compared with 30 per cent at the same time last year. The soil is in good condition. Practically the entire oats crop is already sown and in good condition, and with a little more moisture for germinating the seed the crop will be started satisfactorily. Geo. B. Ellis, sec'y State Board of Agriculture.

## Nebraska.

Max, Neb.—In Southwest Nebraska we are needing moisture badly.—Minden Grain Co.

Holstein, Neb.—Wheat looks very well, but we need rain very badly.—G. L. Fisher.

Harbine, Neb.—Weather dry and windy, wheat is looking fine, so far, a good soaking rain would be beneficial.—J. S. Hole.

Unadilla, Neb.—Wheat is looking fine, most of farmers are thru sowing oats in his vicinity.—C. A. Jackson, agt. Duff Grain Co.

Saronville, Neb.—Very dry and windy, need rain for the wheat about 10 per cent hurt.—J. G. Lindborg, mgr. Farmers Grain & Live Stock Co.

Lincoln, Neb.—Farmers hold about 12½ of wheat and 25 per cent of corn. Crop of corn not ½ as much as last year, to sell.—Thos. Cochrane.

St. Paul, Neb.—Probably 10 per cent of wheat and corn in farmers hands. We need rain badly, very little snow or rain all winter.—A. N. Conklin.

Genoa, Neb.—Wheat in farmers hands 5 per cent, no corn and no oats. Growing wheat looking well, was getting dry, but it rained to-day, Apr. 7.—Kent & Burke.

Lincoln, Neb.—Stock in farmers hands is 15 per cent, 5 of wheat and 5 of oats. Winter wheat condition 90 per cent. Spring seeding 10 days in advance.—Kindall Smith Co.

North Bend, Neb.—While wheat is looking fine, spring seeding nearly completed and the ground is in good condition, prospects never better at this time of the year.—Dowling & Purcell Co.

Cordova, Neb.—Wheat looks fine, oats in fine shape, some coming up. About 20 per cent of last year wheat in farmers hands, very little corn and no oats at all, very dry.—J. E. Dorsey Grain Co.

Hebron, Neb.—Wheat about all marketed, about 5 per cent of corn yet for each station (Glead and Hebron). I believe we need all the corn before the new is fit for feed. No oats left.—Hebron Grain Co.

Murdock, Neb.—Not much grain moving from this territory, farmers do not sell their corn until after seeding, good quality of corn here, fair yield last year.—John Ridgeway, agt. Lincoln Grain Co.

Milligan, Neb.—Never was better prospect for wheat crop in this territory. Oats are all sown, farmers are preparing ground for corn planting. Considerable wheat being marketed.—W. A. Russell, agt. Lincoln Grain Co.

Arlington, Neb.—Corn in farmers hands 35 per cent, oats 10 and wheat 15 per cent. Winter wheat in fair condition, a little dry. Spring wheat all sown, none up yet, too cold; oats about all sown none up, too cold.—R. E. Roberts.

Virginia, Neb.—Old wheat in farmers hands about 3 per cent, oats 10 and old corn 20 per cent. Growing wheat condition 100 per cent, and no flies or green bugs, plenty of moisture. Oats seeding all done and oats coming up nicely.—Dobbs Grain Co.

Wolbach, Neb.—The old crop is nearly cleaned up, little in hands of the farmers, practically none to sell. Wheat looks good but will soon need rain. Spring seeding progressing nicely, and outlook favorable at present.—J. W. Sherman, Gould Land & Cattle Co.

Nebraska City, Neb.—Very little wheat left in farmers hands around here, not over 10 per cent and perhaps not that much. The growing crop is in first class condition; no bugs and plenty of rain. We place the condition at better than 100%.—Jones Grain Co.

South Auburn, Neb.—Wheat is about 5% in farmers hands, corn 10 per cent and no oats. Winter wheat condition is perfect, no spring wheat sown. The oats acreage has increased 20 per cent, a good rain last night, (Apr. 7) will bring the oats up.—C. O. Ord & Co.

Tobias, Neb.—Prospects for the new wheat crop was never better than now. Farmers are sowing oats in full blast and ground is in fine shape. Corn has about all been marketed in this vicinity, but some wheat is left in farmers hands.—A. E. Pratt, agt. F. D. Wild.

Nebraska City, Neb.—Farmers hold 10 per cent of wheat, 40 of corn, 10 of oats. Growing grain in perfect condition in eastern part of Nebraska. The western part is very dry and we have some reports that wheat fields have been plowed up in that part of the state.—Duff Grain Co.

Crete, Neb.—We estimate that there is still in the farmers hands about 20 of the wheat and 50% of the corn. Winter wheat looks fine, never better; but needing rain soon. Oats planting done and acreage larger by 10 per cent than last year. No pests of any kind in the wheat here.—Hopkins, Goodell Co.

Lincoln, Neb.—About 15 per cent of wheat in farmers hands, in the territory we are buying in. The present condition of the growing crop of wheat is good, the plant is a good color and in a thrifty condition. A good rain would push the plant much faster than it is growing now, altho it is not being damaged from want of rain or from green bugs.—Jaques Grain Co.

David City, Neb.—About 12 per cent of wheat crop in farmers hands, corn 15 per cent and oats 10 per cent. Winter wheat looks good and standing dry weather remarkably well, have but little rain this spring and farmers are harrowing wheat to retain the moisture. Oats seeding progressing nicely, but will not germinate until we get rain.—Schaaf Grain Co.

## New York.

Buffalo, N. Y.—The weather is trying to spoil the winter wheat crop in this State. It did not get a very good start last fall, but the snow saved it thru the winter. Hard-freezing nights have followed heavy rains and ice, all against the welfare of the wheat plant. There has been no growth.—J. C.

## North Dakota.

Maxbass, N. D.—The grain is about all marketed here, and it will be pretty dull till the new crop starts to move.—B. C. Phipps.

Crary, N. D.—About 6 per cent of the wheat to market at this station; but it will not be marketed until after seeding, as farmers are holding for higher prices.—H. J. Johnson.

## Ohio.

Mt. Sterling, O.—Wheat about all shipped, not more than 10 per cent here. Corn about 1/4 in farmers hands, wheat looking fine. Not much oats sown yet.—Jones & Jones.

Circleville, O.—Our farmers have about 1/4 of their wheat and 1/4 of corn from last year's crop. The new wheat crop looks fine; farmers busy breaking ground for corn.—Chas E. Groce.

North Lewisburg, O.—Very little grain in farmers hands in this section, no corn to speak of; no wheat in this part. Very little oats sowed yet. Wheat is looking fair, the acreage light.—Dillon Grain Co.

Middletown, O.—Wheat now in farmers hands 5 per cent, corn 20 and no oats. The conditions of growing crops, such as wheat, clover, and hay almost perfect. A great deal of ground plowed for corn and oats.—F. O. Diver Grain Co.

Spencerville, O.—The stock of grain in farmers hands in this section is very small, not over 10 per cent. Condition of growing grain is fair, wheat is good but the acreage is small not over 60 per cent of a full average.—Robt. Koiter.

Kyle, O.—About 8 per cent of wheat in farmers hands, not over 25 per cent of corn crop left. Some farmers are paying from 66 to 70c for feed. Growing wheat and grass looking fine, no plowing done, have been having too much rain, so can not sow any oats yet.—Kyle & Williamson.

Agosta, O.—Wheat acreage short. Growing crop in good condition, not much in farmers hands. Oats sowing progressing satisfactorily, about average acreage will be seeded, none in farmers hands to speak of. Corn average acreage will be planted; we are shipping corn in.—C. O. Barnt-house.

Mendon, O.—Wheat and oats are pretty well cleaned up, I should judge not over 10 per cent remains in farmers hands. Corn of a poor quality and not much to be shipped, some farmers are beginning to buy from the elevator. Acreage of wheat small, but looks fairly well; clover looks excellent, promising a good crop; will be a nice acreage of corn and oats, if weather and season will become settled.—I. F. Disher.

Columbus, O.—While wheat has had little or no snow protection, the winter has been exceedingly mild, and the plant, though now small, is in good condition and thriving. The month of March was very favorable to its growth and the correspondents now estimate its condition at 85 per cent compared with an average. This condition is most promising, being but two points less than its estimated condition one year ago, and should the plant continue to improve until harvest the average yield per acre should exceed that of last year, although in anticipating the total production for the state it should be borne in mind that the estimated area for this year's harvest is but 88 per cent in comparison with the area of 1907. At harvest time last year wheat prospects were estimated at 79 per cent of a full average crop; thus it is apparent that with favorable weather conditions this year's harvest should at least equal the 1907 production, although on a greatly decreased acreage. The amount of the 1907 wheat crop still in producers' hands is estimated at 18 per cent. Rye shows practically the same condition as wheat, 86 per cent. The condition of corn in crib is very poor and there is universal complaint of its molding and rotting. The crop generally was cribbed before fully maturing.—Ohio State Board of Agriculture.

## Oklahoma.

Enid, Okla.—From 5 to 10 per cent of last year's crop in farmers hands. Growing crop never looked better at this time of year. Ground has been a little too wet for much progress with spring seeding.—Enid Mill & Eltr. Co.

Blackwell, Okla.—About 5 to 10 per cent of wheat in farmers hands, and about 15 per cent of corn. Growing wheat looking splendid; few green bugs, but not as many as done yet.—Grain Department, Blackwell Milling & Eltr. Co.

Ponca City, Okla.—Wheat in farmers hands 5 per cent and corn 5 per cent. Growing wheat condition perfect, could not look better, oats a fair stand and doing well; corn one-third seeded and condition favorable.—J. S. Hutchins Grain & Eltr. Co.

Chickasha, Okla.—I have just visited many towns in the Panhandle and find the wheat crop is looking fine, and if there is a good rain in the next 15 days it will average from 25 to 35 bus. per acre; also there is 50 per cent increase in acreage over last year.—L. G. Ocheltree.

Cherokee, Okla.—Practically no wheat in farmers hands in this section, possibly 1 per cent of the old crop, no corn worth mentioning. The growing wheat is certainly fine, nothing like it ever seen here before at this time of year. It is now so rank that green bugs can do no harm should they come, no bugs in sight as yet and we do not now expect them. Seeding is well advanced, soil in fine shape, having had abundance of moisture during the entire winter. The country never looked so promising as now, with price of land advancing, our alfalfa is a wonder, sure.—H. L. Spangler.

Enid, Okla., Mar. 30.—Oklahoma is uneasy at the present time regarding the workings of the green bugs, which seem to be scattered in large quantities all over northern Oklahoma. There is no material damage being done at this time; the weather conditions are ideal, the ground has plenty of moisture and time alone will tell the outcome. The acreage sown last fall was decreased compared with the year before at least 25 per cent. A large acreage of corn is being put in and considerable oats. Cotton seems to be growing in favor. A rain has been falling for the last 3 hours.—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma and Indian Territory.

## South Dakota.

Ethan, S. D.—About 50 per cent of seeding done, weather perfect.—J. L. Donohue.

Clear Lake, S. D.—Farmers are just starting to work in fields. Wheat fine.—H. R. Morgan, agt. E. A. Brown.

Sisseton, S. D.—Not over 15 per cent of wheat left to market, balance of surplus has been sold. Two inches of snow on the ground and more coming. No indication of spring.—X. X.

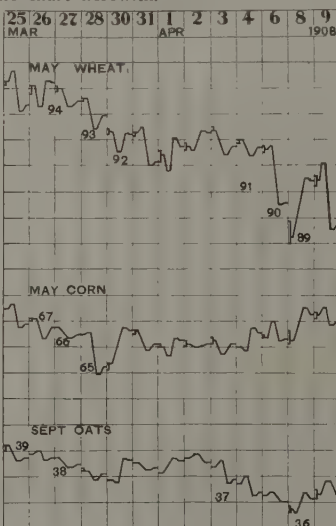
Scotland, S. D.—About 15 per cent of grain yet in farmers hands around Geddes, Avon, Lesterfield and here. Spring seeding is about finished, rain and snow falling to-day, Apr. 7.—C. J. Dickson.

Madison, S. D.—Everything practically marketed; about 5 per cent of wheat in farmers hands, barley 5 per cent and no oats. Seeding just started, ground very dry, no rain since last August, 6 inches snow fell yesterday, Apr. 7.—E. W. Ketcham.

Beresford, S. D.—In district where I buy grain I consider the grain pretty well all delivered from farmers hands, and practically all shipped out of the eltrs., especially oats and corn. Seeding is pretty well started, quite a little oats seeding has been done. Good heavy rain thru out this section yesterday (Apr. 6).—J. T. Scrogges.

## Chicago Prices

The opening, high, low and closing quotations on wheat and corn for May and oats for September delivery at Chicago for 2 weeks prior to Apr. 10 are given on the chart herewith.



## Texas.

Melissa, Tex.—Grain in this section is all in. The spring crops is all planted and the prospects best in years, advanced acreage in corn 25 per cent. Wheat and oats very little planted.—H. E. Morgan.

Hubbard City, Tex.—The oats acreage in this section is considerably reduced this year, tho the crop is looking fine. Farmers are well up with their work, corn is up. Crop prospects were never better, last year's corn crop was not sufficient to run the country and corn and other feed will be needed from other sections.—J. E. Surratt.

## Wisconsin.

Madison, Wis.—I think that winter grains have come through the winter exceptionally well. The winter has been mild, there has been plenty of moisture and I think there is little danger of the seedlings being winter killed.—J. M. True, Secy. State Bd. Agri.

## Government Crop Report.

Washington, D. C., Apr. 8.—The crop reporting board of the Bureau of Statistics of the Department of Agriculture finds, from the reports of the correspondents and agents of the Bureau, that the average condition of winter wheat on April 1 was 91.3 per cent of a normal, against 89.9 on April 1, 1907, 89.1 on April 1, 1906, 91.6 on April 1, 1905, and 86.2, the average of the 10 years of 1898-1907 on April 1st.

The following table shows for the principal winter wheat and rye states, the average condition on April 1 of 1908 and 1907, and the average of the past ten years of the April 1 condition, also the per cent of the total acreage in the United States within each state:

States	Wheat			Rye		
	Per cent of U. S. acreage grown in state	1908	1907	1908	1907	10 year average
Kan.	19.1	95	99	90	93	97
Ind.	8.9	90	81	81	82	89
Ill.	7.7	92	95	88	93	95
Neb.	7.6	93	99	90	90	97
Mo.	7.3	93	96	88	93	95
Ohio	6.8	85	83	80	88	90
Pa.	5.2	83	98	86	95	90
Calif.	4.9	88	80	80	87	95
Okla.	4.4	94	76	86	93	90
Tex.	3.2	95	51	79	90	85
Mich.	2.9	90	81	81	89	85
Tenn.	2.7	85	96	84	91	86
Ky.	2.5	83	98	86	93	86
W. Va.	2.5	83	94	89	85	94
Va.	2.2	90	92	86	88	94
N. C.	1.9	91	94	88	91	95
Wash.	1.5	94	95	90	98	95
N. Y.	1.4	80	87	88	90	90
Ore.	1.3	97	92	92	97	97
W. V.	1.2	85	93	83	88	92
Others	4.8	91	93	89	89	95
U. S.	100.0	91.3	89.9	86.2	89.1	92.0

Falsifying statements of fire losses will invariably be detected and cast suspicion upon the cause of the fire.

A durum wheat convention will be held Apr. 21 at Devils Lake, N. D., to investigate alleged discrimination against durum wheated in the markets.

Overheating of gas engine cylinders may be due to improper flow of water through the cylinder water jacket, to the water jacket having become coated with scale or to have an accumulation of dirt in it, says the *Practical Engineer*. The temperature of the outflowing water should not be greater than 140 deg.; some makers of gas engines advise that it should be as low as 100 to 120 deg. Fahrenheit.



## Meeting of Directors of Illinois Ass'n.

Pursuant to notice, the Board of Directors of the Illinois Grain Dealers Association, met in Chicago, Mar. 24th, 1908.

On call of the roll, there were present, E. M. Wayne, President; H. I. Baldwin, Treas.; and Directors: E. C. Boyer; J. L. Brainerd; J. E. Collins; H. A. Hillmer; and A. G. Tyng, and Sec'y S. W. Strong.

Minutes of the last meeting were read and approved.

The Secretary read a report of the finances of the Ass'n for the past nine months, from June 1st, 1907, to February 29th, 1908. On motion approved.

The Secretary reported the following applications for Membership: Austin Gibbons, Dwight, Ill.; The H. J. Hasenwinkle Co., Memphis, Tenn.; John Lawson, Redmon, Ill.; Northwestern Elevator & Gr. Co., Peoria, Ill.; J. T. Sims & Son, Oakland, Ill.; Stewart & White, Vermillion, Ill.

On motion the applications were approved and the parties received as members of the Association.

Complaints having been filed from the following points in Illinois, in relation to the lax methods of inspection in the Baltimore market, and also against the extra  $\frac{1}{2}\text{c}$  commission charged on all corn sent to the drier, as follows: Bloomington, Pana, Windsor (2), Garrett, Decatur, Peoria and Springfield.

On motion, the Sec'y was instructed to take the matter up with the Secretary of the Chamber of Commerce of Baltimore, to the end that protest be made on behalf of the Illinois Grain Dealers Ass'n; and an urgent request be made that the rule charging an extra  $\frac{1}{2}\text{c}$  per bushel commission on grain sent to the drier be repealed.

Also that the inspection at Baltimore be made more carefully, and the shippers from Illinois be given just account for the actual grain as to quality and color and condition forwarded to Baltimore;

And that an invitation be extended to the Chamber of Commerce of Baltimore, to send a delegation to the 15th Annual Convention of the Illinois Grain Dealers Ass'n, to be held at Springfield June 9th and 10th, 1908, and that said delegation be requested to make explanation of the rules and methods of the Baltimore Chamber of Commerce, that the complaints of the shippers from Illinois may be satisfied.

That a copy of this motion be sent to the Secretary of the Baltimore Chamber of Commerce. Carried.

Mr. H. I. Baldwin and Secretary Strong gave an account of the proceedings of the Conference had the 16th ult. in Washington, D. C., with the Committee on Interstate Commerce of the House of Representatives, in relation to Federal Inspection of Grain.

Secretary rendered an account of the Council of Commerce which has lately been organized by Secretary Oscar Straus, of the U. S. Department of Government.

Many complaints from Illinois shippers being made against the rule of the Buffalo Chamber of Commerce in relation to the "Red Ticket." On motion the Secretary was instructed to take the matter up immediately with the Secretary of the Buffalo Chamber of Commerce, and ask that the use of the "Red Ticket" be abolished, or changed to conform with the rules of the Chicago Board of Trade under like conditions.

Also that the Chamber of Commerce of Buffalo be invited to send a delegation to the 15th Annual Convention of the Association;

Also that correspondence be had with President A. E. Reynolds of the Grain Dealers National Ass'n, in regard to the subject of the "Red Ticket" at Buffalo and its use. Carried.

In regard to fixing the place for the 15th Annual Convention of the Association, the Secretary read a number of letters inviting the Board of Directors to fix upon Springfield as the place of meeting.

Mr. H. I. Baldwin spoke in behalf of Decatur, and stated that in as much as Springfield had made such a very cordial invitation for the Convention, he would withdraw any claims that Decatur might have, and ask for the Convention for Decatur next year.

On motion, the Secretary was instructed to accept the hearty invitation extended to the Association, by the Mayor, the Chamber of Commerce, the "Ad Men," and the Grain Dealers of the City of Springfield, and that the 15th Annual Convention of the Illinois Grain Dealers Ass'n be held in the City of Springfield. On the 9th and 10th of June next; that all dealers be invited to bring their ladies; that the headquarters of the Convention be at the Leland Hotel; and that a Committee of four consisting of President E. M. Wayne; Secretary S. W. Strong; Treasurer H. I. Baldwin; and Director J. L. Brainerd be appointed to have full charge of the Convention, and to make any and all arrangements for the Convention.

That an invitation be extended to all Grain Dealers, Brokers, Track Buyers, Commission Men, Traveling Solicitors, and Manufacturers of Grain Handling Machinery to attend the Convention and bring their ladies. Carried.

After a general discussion of the condition of the trade, on motion the meeting adjourned.

S. W. Strong, Secretary.

## Exports of Breadstuffs.

Our exports of breadstuffs for the 8 months prior to Mar. 1, 1908, have been 82,914,315 bus. of wheat, 43,059,373 bus. of corn, 948,715 bus. of oats, 1,722,880 bus. of rye, 3,638,722 bus. of barley and 9,882,446 bbls. of wheat flour; against 57,661,104 bus. of wheat, 47,999,000 bus. of corn, 3,274,762 bus. of oats, 229,100 bus. of rye, 7,075,397 bus. of barley and 9,875,014 bbls. of wheat flour for the corresponding period of 1907. The total value of breadstuffs exported during the 7 months prior to Mar. 1, 1908, was \$162,381,331; against \$116,303,081 for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

The value of the wheat exported during the 8 months was fully one-half that of the total breadstuffs; and for the month of February wheat maintains its lead, the exports for the month having been 8,002,800 bus., against 3,954,100 bus. for February, 1907.

The grain standardization laboratory of the U. S. Government at London, Eng., in charge of E. G. Boerner, received reports on 154 cargoes and made 270 analyses, says B. T. Galloway, chief of the Bureau of Plant Industry. Mr. Boerner visited 25 of the principal receiving ports for American grain, each point being visited from one to 16 times. He personally examined 88 cargoes of American grain and analyzed 216 samples.

## A Grain Special to Nashville.

Slack business has prompted the railroad companies to exercise their wits in an effort to attract business thru improved service. Most of them fear to offer any special inducements, rebates or cut rates to individuals, but are making a special effort to care properly for different classes of business and announcing it to all those able to furnish that class of freight.

For instance, one of the latest circulars of the N. C. & St. L. Ry., copy of which was sent to nearly every western shipper, announces the establishment of a new manifest train service from St. Louis to Nashville in connection with the I. C. R. R. Recognizing the danger to corn during the spring months these roads started what is known as the Nashville Special, March 27th. It leaves St. Louis every night at 11 p. m. and runs thru solid, arriving at Nashville the second morning. The railroads seem to recognize the importance of Nashville as a distributing center for the Southeast even more than do the grain merchants of that center.

Shippers, who have in the past suffered heavy losses on hot corn as the result of prolonged and expensive delays of grain in transit, will be pleased to learn of this innovation and no doubt the associations of the surplus corn states will soon be after other railroads for similar improvement in their service. Grain shipments have always been a source of large profit to the rail carriers and no doubt they will willingly make any improvement the trade may demand. If induced to cultivate this habit before they are swamped with a rush of other business, the grain trade will be better cared for than heretofore.

## The President on Combinations.

Many well posted men are becoming convinced that cut-throat competition on the part of sellers is not necessary to protect buyers from greed and public men are favoring combinations with certain limitations more and more.

In the last message of The President sent to the present Congress, he takes advanced ground on this problem by saying:

"In the modern industrial world, combinations are absolutely necessary; they are necessary among business men, they are necessary among laboring men, they are becoming more and more necessary among farmers. Some of these combinations are among the most powerful of all instruments for wrongdoing. Others offer the only effective way of meeting actual business needs. It is mischievous and unwholesome to keep upon the statute books unmodified a law, like the antitrust law, which, while in practice only partially effective against vicious combinations, has nevertheless in theory been constructed so as sweepingly to prohibit every combination for the transaction of modern business. Some real good has resulted from this law. But the time has come when it is imperative to modify it. Such modification is urgently needed for the sake of the business men of the country, for the sake of the wage workers, and for the sake of the farmers. The congress cannot afford to leave it on the statute books in its present shape."

The government of Cape Colony, South Africa, has undertaken, thru its railway department, to receive consignments of corn at any station, ship to London, Eng., sell, and remit the proceeds, less charges.

### When the Price Goes Down.

When the winter rush is over,  
And receipts begin to shrink,  
And the buyer writes a letter  
Asking what you really think  
Of the prospects for the future  
On a certain kind of stuff,  
And if corn will bring a half  
If he ships it soon enough,  
And if he better ship his oats  
Or hold them back a spell,  
And what about the wheat on hand—  
Keep holding it, or sell?  
It is then, we get in trouble  
When advising Jones or Brown,  
If unhappily you miss it  
And the price goes down.  
—Bagology.

## Asked— Answered

Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.

### IS DOUBLE TAXATION AUTHORIZED?

*Grain Dealers Journal:* After being assessed on the average capital employed in our grain business must we pay taxes on grain in our elevator? The grain being paid for was already included in the average capital daily employed.—A. Houston, Mgr., Benedict, Nebr.

### WANT FACTS REGARDING FLOOD CLAIMS.

*Grain Dealers Journal:* In the March 10th number of the Journal I read of a claim being collected by a Pittsburg receiver from the Railroad Co. for loss of grain in flood. We have a claim against the Railroad Co. for loss of car of oats in the Wheeling flood of last year, and are interested to know the particulars of any decision involving claims for losses at Pittsburg or vicinity. Hoping to learn of other cases and of the claims of shippers, we are.—Hoosier Shipper.

### AGENT'S LIABILITY FOR SHORT-AGE DUE TO LEAKAGE.

*Grain Dealers Journal:* I am anxious to learn my liability under application for bond, which provides for indemnity against shortages of cash or grain as agent for a line elevator company. I presume all forms of application used for such cases are practically alike. My application for bond specified that the terminal gross weights are to be taken in determining shortages at my station in the following terms: "Grain and seed shortage to be determined by gross weight at the terminals based upon state certificates, where same are obtainable, in lieu thereof upon the affidavit of the party actually weighing the grain at such terminals." Now the state certificates of weight show a number of cars shipped from my station arrived at terminals in a leaky condition, and the shortage claimed against me is based partly upon grain weighed in the elevator at the local station. I would be pleased to have the opinion of readers, whether under such application for bond an agent is bound by the weights at the terminals? Also, if the bond company pays a shortage claim presented by the elevator com-

pany can it compel agent to make good the loss without giving consideration to leaky cars and leaky bins not the fault of the agent? Hoping to see decisions bearing on this point or to learn the experience of others, I am.—Godfrey Vansant, Sioux City, Ia.

### TITLE TO CASE WANTED.

*Grain Dealers Journal:* I notice in the last number of the Grain Dealers Journal, page 356, a letter from Mr. J. A. Kuhn, Omaha, referring to decision of U. S. District Judge Rogers sustaining the constitutionality of section 20 of the Hepburn amendment to Interstate Commerce Law. This decision was surely of much importance to grain shippers and we would appreciate it very much if you will kindly give us the full title of it. Other dealers are now involved in similar litigation and all are deeply interested in the constitutionality of this law.—S. E. Harburger, Atchison, Kans.

*Ans.:* The title of this case is M. F. H. Smeltzer v. St. Louis & San Francisco Railroad Co.—Yours truly, Clerk of the U. S. District Court, Fort Smith, Ark.

### MILLING IN TRANSIT TARIFFS.

*Grain Dealers Journal:* We would like to have copies of the milling in transit tariffs mentioned in the Journal for Mar. 10, page 297, especially those of the Boston & Maine, D. L. & W., Evansville & Terre Haute and the Michigan Central.—Pratt & Co., Buffalo, N. Y.

*Ans.:* The tariffs will be supplied on application to the heads of the freight departments of the Boston & Maine at Boston and of the E. & T. H., at Evansville, Ind.; or by the Michigan Central division frt. agt. in the Prudential bldg., Buffalo, and the D. L. & W. A. G. F. A. in the same building. Ask for Boston & Maine tariff I. C. C. No. G. F. A. 6476. D. L. & W. Circular G. F. D. 882. E. & T. H. G. F. D 5528 Mich. Cent. G. F. D. 7376 and 7375.

### WHICH POWER WOULD BE MORE ECONOMICAL?

*Grain Dealers Journal:* Will you please give me a little information as to the economy of different motive powers? At present our elevator is operated by electric motors, the average load being 30 H. P. per day, which at 2½¢ per kilowatt makes our cost of operation about \$90 per month. We have a proposition from the Casey-Hodges Co., Chattanooga, Tenn., guaranteeing to put in grates that will burn the offal from our cleaners. This would, of course, necessitate the installation of a steam plant, and in as much as we would have only enough offal to furnish one-half the power we would burn slack coal at \$1.50 per ton to supply the other half. We have been figuring on a 40 H. P. boiler and a 30 H. P. engine. We would like very much to read the opinions of dealers who have had experience with different kinds of power. If by burning slack and offal we can reduce our operating expense we wish to do so. Hoping to read the experiences of others in future numbers of the Journal, I am.—Arthur E. Schultz, Olney, Ill.

*Ans.* Should you decide to install steam power, do not overlook the fact that it would necessarily cause you to erect a power house 20 feet from elevator or else have your insurance cost on both building and grain greatly increased. The

use of offal in furnace would no doubt increase the fire hazard if not the cost of insurance. Engineers who have made estimates on many similar propositions figure that at least \$30 a month would be needed for coal, \$2 for water, \$5 for oil, waste and packing, \$3 for repairs and maintenance, \$5 for interest on investment, \$9 for depreciation and \$40 or \$50 extra for labor needed to keep power plant running continuously. Unless an efficient engineer was employed a steady reliable supply of power could not be expected. It would at least be advisable before making any change of this character to employ an expert electrician and machinist to look over plant thoroughly with a view to reducing the power consumed. More than half of the elevators could be overhauled at small expense and the bill for power greatly reduced.—Ed.

### Spacing and Speed of Elevator Buckets.

BY J. A. JAMIESON.

I do not know of any published data covering the theory or actual experiments on the discharge of grain from elevator buckets, their proper spacing, speed, shape, etc. It is, however, quite a simple problem to determine the proper shape and minimum spacing of buckets for any given size of head pulley and speed, since the two factors which govern the discharge and centrifugal force and gravity, and it is found that practice agrees accurately with theory.

We design our buckets to run over different sized head pulleys, and at different speeds, with the same care as other parts of the machinery. With buckets of the proper shape we can space them on centres as close as 1.5 times the depth. It is much better to get increased capacity by increasing the width of the belt and the length of bucket, and closer spacing, than by increasing the cross-section of the bucket.

Our maximum projection from the face of the belt never exceeds 6½ in. on our largest capacity elevator legs. Greater projections than this causes an excessive strain on the bucket-bolt, belt and the buckets themselves. With close spacing there is very much less stress on the bucket when it is filling than when they are spaced at considerable distances, particularly since the grain is picked up as quickly as it flows in, and the drag through the grain is thereby eliminated.

To prevent the bucket unduly wearing the face of the belt the best practice is to use a canvass rubber-coated apron between the bucket and the belt.

We are using for our large-capacity lofters head pulleys 9 ft. diameter, 40 in. face and a belt speed of 900 ft. per minute, lifting 24,000 bushels per hour, and have no difficulty in getting a clean discharge.

The Parrot—Does eating Scotch oats affect you?

The Owl—Yes, makes me say Hoot mon.

We wish to protest once more against this practice of the price of farm products being figured at the average in quality, and then paying the same price for the poor that is paid for the good, thus putting a premium upon carelessness and discouraging the man who is striving to raise a good article, and who would like to advance the grade of farm products.—Wallace's Farmer.



Imports of American corn into Martinique have fallen off owing to the high price in the United States, reports Vice Consul Schnegg, and the demand in Martinique now is supplied from Argentina. The loss of the corn trade of this West Indian colony is insignificant, its entire imports for a year being only about 25,000 bus.

For refusing to arbitrate a claim filed by the Dan Joseph Co., Columbus, Ga., the S. R. Washer Grain Co., Atchison, Kas., has been suspended by the Board of Directors of the Grain Dealers National Association. This suspension carries with it the suspension of W. S. Washer as a director of the National Association.—Jno. F. Courcier, Sec'y Grain Dealers National Ass'n.

The National Corn Exposition will be held at Omaha from Dec. 10 to 19 under the auspices of the merchants of that city and Council Bluffs who have subscribed a guaranty fund of \$25,000. The premiums are expected to aggregate \$50,000. To make this show a success in every sense the railroads and the agricultural societies of every state in the Mississippi valley are co-operating in an advertising campaign.

## St. Louis Merchants Exchange Will Celebrate.

The average citizen has a very meager idea of the service to the commercial world performed by the different grain exchanges, and even many of the grain dealers do not fully comprehend the great work done by these organizations in facilitating and safe-guarding trade.

One of the oldest exchanges in the west, which is now preparing to celebrate the cancellation of the last of its bonds, is the Merchants Exchange of St. Louis, which no doubt will be visited by several thousand grain dealers Oct. 15, 16 and 17, when the Grain Dealers National Ass'n will hold its annual convention in that city.

The legitimate successor of the Chamber of Commerce of St. Louis was organized in 1862 with 675 members. Its influence and numbers have increased until today its membership roll includes 1639 merchants. The aim and object of the Merchants Exchange is to carry out the principles enunciated by the following preamble to its rules and regulations: We, the members of the Merchants' Exchange of St. Louis, having a desire to

advance and promote the commercial and manufacturing interests of the City of St. Louis, and wishing to inculcate just and equitable principles of trade, establish and maintain uniformity in the commercial usages of the city; acquire, preserve and disseminate valuable business information; and with a view to avoid and adjust, so far as practicable, the controversies and misunderstandings which may arise between individuals engaged in trade when they have no acknowledged rules to guide them, do hereby agree to be governed by the following Rules, Regulations and By-Laws.

Last week Sec'y Geo. H. Morgan sent a check for \$13,500, which gives the Exchange its commodious building free of indebtedness. The building was purchased in 1892 for \$600,000, and since then more than \$250,000 has been expended in improvements. The investment has proved a profitable one, for the Exchange, which formerly paid \$25,000 a year rent for an exchange hall and official headquarters. It is but meet that the organization should see fit to celebrate the event and next week it will hold a smoker to give expression in a small way to members elation over the Exchange's relief from debt.



Merchants Exchange Building, St. Louis, Mo.

## Federal Inspection from the Shipper's Standpoint.

[Statement of George A. Wells, secretary of the Iowa Grain Dealers Ass'n at a hearing before the House Committee of Interstate and Foreign Commerce at Washington, D. C., March 16, 1908, in opposition to the McCumber Bill, Senate No. 382, relating to Federal Inspection of Grain.]

My statement will be most particularly from the standpoint of the country grain dealers and shippers whom I represent. In order to be brief I shall refer to certain exhibits that I will prepare later and file with the Committee, if this is agreeable.

It would seem to be the purpose of the McCumber Bill, Senate No. 382, to establish a condition that will give the farmer more money for his grain, and the foreign buyer better value for his money, the accomplishment of which must accordingly reduce the profit or compensation received by the grain trade for the service it performs, the money invested, and the risk assumed in providing storage and handling facilities to accommodate the farmer so that he may sell any and all kinds of grain at any time to suit his fancy or convenience, and the consumer to buy according to his peculiar requirements, and to find markets and buyers.

The farmers market about 75 per cent of their surplus grain within three or four months after harvest in all sorts of conditions and expect the grain trade to take care of it at any and all times by keeping an open market.

SENATOR McCUMBER practically states that the grain trade of this country is robbing the farmers, which as a general proposition is not true. In refutation of this idea so far as country grain dealers are concerned I have compiled report covering 448 elevators located in the state of Iowa, which shows as follows, viz.:

Daily Gross Buying Margin on Corn 18/10 cts. per bu.

Daily Gross Buying Margin on Oats 16/10 cts. per bu.

Average annual Volume of Grain per elevator, 75,000 bu.

Average annual expense per elevator, \$1,050.

The average annual net profit per elevator is therefore, \$225, which does not consider the loss on account of shrinkage in weight and the deterioration in quality that often occurs, especially in corn, while in the hands of the country dealer, and which is sometimes disastrous because of excessive moisture content causing the corn to heat. Forty per cent of the last Iowa corn crop was of just such a character.

I desire to submit later, to be attached herewith under Exhibit A, certain specific statements of record as a verification of the average statement of buying margins mentioned above, and I will also state that I positively know that many of the grain firms doing business in Iowa would gladly submit to a thoro investigation of the general daily buying margins of profit as taken by them.

Senator McCumber in his statement deals largely with past history. The grain trade should not be held accountable today for conditions that existed in years gone by that do not now exist more than that a Member of Congress should be held accountable now for accepting a railroad pass in years gone by.

THE DISCIPLINE of the grain trade in itself as enforced through its kindred organizations, boards of trade, exchanges, and grain dealers associations, has kept

the grain trade well in line with the general improvement of business methods of recent years and no line of business is conducted today with more economy, individual integrity and honor, than the grain business of this country.

Senator McCumber deals with certain conditions that are peculiar to his locality that do not in fact exist elsewhere. He seems to recognize only two classes of grain shippers, viz: the large terminal line elevator companies, and the individual farmer who ships his own grain. He ignores that large class of independent and local grain dealers.

He accuses the line elevator companies of giving arbitrary and unreasonable instructions to their agents at local stations with reference to prices, grades, and dockage. It is certainly necessary that they give their agents instructions. They could not keep their business in hand and do otherwise.

There is now in most states rigid laws that prevent combinations and agreements in restraint of trade and competition and I understand that North Dakota has a law that requires the grain dealer to give the farmer official information as to the grading of his grain in the terminal market; thus it would seem that the farmers of North Dakota are now well safe-guarded against unfair treatment by the large line elevator companies.

Senator McCumber complains that the inspection and weighing of grain as supervised by the Minnesota Railroad and Warehouse Commission, is conducted in the interests of the terminal grain trade, and against the farmer and shipper, that excessive dockage for dirt is taken and that the grain is graded so that more of the higher grade is shipped out than is received.

IN REFUTATION of these statements, I desire to submit, under Exhibit B, the official report of the chief grain inspector of Minnesota for the year ending August 31, 1906, and would refer you to pages 11 to 23, inclusive.

I submit herewith, under Exhibit C, the Annual Report of the grain inspection department of the state of Minnesota for the year ending August 31, 1907, which includes copies of the concurrent resolution adopted by the state of North Dakota, requesting the Legislature of the state of Minnesota to make certain amendments to its grain inspection laws, and the concurrent resolution adopted by the Minnesota Assembly in reply thereto, all of which is self-explanatory.

I submit herewith, under Exhibit D, a copy of the warehouse and grain laws of the state of Minnesota and would call your special attention to sections 2060-2069, inclusive, as well as the laws in general, showing the efficiency of the Minnesota grain inspection department and the disposition to protect the producer and shipper of grain. We do not believe that the Federal Government can improve the service as rendered by the state, but on the contrary that Federal inspection with inflexible rules and red-tape methods will be cumbersome and unsatisfactory to the producer and shipper of grain.

THE STATE GOVERNMENTS supervise the inspection of grain in Minnesota, Illinois, Missouri, and Kansas. Within these states are located practically all of the western terminal grain markets, including Duluth, Minneapolis, Chicago, East St. Louis, St. Louis, and Kansas City.

These states will undoubtedly insist on maintaining their respective grain inspection departments so far as their state

rights will permit, and the state will certainly have jurisdiction over the intrastate shipments. A dual inspection by the Federal and state governments will be expensive, confusing, and a nuisance.

The Federal Government can not insist on the collection of fees for inspecting grain received at terminal markets that is not of interstate shipment, and much of the grain received at the terminal markets named above is not of interstate shipment, some of which, however, might become interstate after the sale which must be subsequent to the inspection. Thus each department would be compelled to inspect all cars received whether interstate or not, and received fees only for the cars coming properly within the jurisdiction of each department. This would also be true with reference to the supervision of weighing.

If each department should work independently, there would in the nature of things be differences in inspection for men will differ in judgment and honesty too. Such differences would cause endless confusion and dissatisfaction.

If the two departments should work together and harmonize their work, one of the departments would simply be a sinecure and burden on the producer. Inspection and grading of grain will involve the same problems and troubles under Government supervision as under the supervision of the states and boards of trade.

In the event of the establishment of dual supervision, we do not believe that the Government could successfully compete with the service of the state or board of trade supervision that are in closer touch with the peculiar conditions of trade and the types and qualities of grain.

There are numerous varieties and types of each kind of grain peculiar to different localities. There is also endless variety as to quality and condition and the different qualities of each kind of grain may range in solid continuity from lowest to highest grade, and any classification of grades must result in a certain range of quality in each particular grade.

Section 11 of the McCumber Bill provides that final appeal on inspection be made to the Secretary of Agriculture which provision is positively impracticable. This would result in the necessity of holding cars of grain on track awaiting the decision of the appeal which would cause congestion in the terminal railroad yards, cost demurrage, and complicate the transactions of trade because of the fluctuation that would occur pending the decision, and likewise in loading boats the delays on account of appeal would be extremely expensive because of the demurrage that would accrue, etc.

There are times in the large terminal markets when the appeals to the appeal board of grain inspection amount to a large number of cars per day.

IT IS IMPRACTICABLE for the Secretary of Agriculture, or any other man located at Washington to act intelligently and competently in deciding the technical questions of appeal and give proper consideration to the peculiar conditions of the market where the grain in question might be located.

The producer gives little attention to the question of condition and quality of the grain that he sells. In fact, he is inclined to undertake to market the poorest possible quality and obtain the price of the best quality, practically forcing the country grain dealer into competition in grading as well as in price.

The Government should exercise an ef-



fort to encourage the farmers to improve the general quality of their grain crops. If the grain was carefully harvested and cleaned, thoroly by the farmer before marketing, the whole controversy regarding grain inspection and dockage would vanish in thin air, the farmer would save the refuse screenings for feed and the freight on the same, besides receiving a higher price for the improved quality of his grain as the result of such cleaning.

THE POWER and authority that the McCumber bill would confer on the Secretary of Agriculture is unAmerican to say the least. It provides that he shall appoint inspectors and assistants at such important centers of interstate trade as he may consider necessary, etc. We do not believe it is reasonable to say that there would be no political influence in these appointments. We believe there would be and that this is in fact the underlying purpose of this bill.

The McCumber bill further provides that he

Shall make all needful rules

Shall fix all standards of classification and grading of grain

Shall fix the charges for inspection, etc.

Shall be final authority of appeal

Shall make all needful rules relating to appeals

Shall require inspectors and assistants to make report on the handling and weighing of all grain inspected by them.

To give one man so large a scope of authority and power in relation to private business is most unreasonable.

Upwards of 75 per cent of the grain marketed by the Western States is shipped to the terminal markets on consignment and sold by sample on its merits, thus the question of inspection is not always of importance in establishing the price. The commission merchant acting as agent for the shipper, looking after his interests to the best possible advantage in securing the best price and in case the inspection is of importance, he also exercises every effort possible to see that his shipper obtains fair treatment. There is always strong competition as between commission firms in this regard.

Much business is done by type sample, where inspection is not necessary, and

to make Government inspection of all interstate grain compulsory will impose a tax that would yield no benefit to the producer on a large amount of business.

Suppose a grain dealer should sell grain of a certain grade on delivered terms and he would load out of his elevator grain of the grade sold, and so inspected by the Government inspector, and the inspector at the point of delivery would give it a lower grade, and the grain dealer suffer loss because of the difference in the two inspections. Would the Government make good the damage done, or would it be considered as merely performing a governmental function with no liability for damage?

Grain inspection is largely a question of individual judgment and in conducting a department of grain inspection the Government would employ a large force of men. It will be impossible to select all of these men and have every one of them infallible in judgment and otherwise practically capable. The Government Departments have demonstrated time and again that they fail in the selection of employees as much as do business firms or corporations.

## Grain Dealers' Meetings.

May 1, at Piqua, O., grain shippers of Ohio and Indiana will meet to discuss freight rates.

May —, at Oklahoma City, Okla., the eleventh annual meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territory.

May —, at Fort Worth, Tex., the annual meeting of the Texas Grain Dealers Ass'n.

June 9-10, at Springfield, Ill., the annual meeting of the Illinois Grain Dealers Ass'n.

June —, at Indianapolis, the mid-summer meeting of the Indiana Grain Dealers Ass'n.

July 1-2, at Cedar Point, Ohio, the annual meeting of the Ohio Grain Dealers Ass'n.

July 14, at Des Moines, Ia., the annual meeting of the Iowa Grain Dealers Ass'n.

Oct. 15, 16 and 17, at St. Louis, Mo., the twelfth annual meeting of the Grain Dealers National Ass'n.

## An Indiana Elevator.

Some Indiana grain dealers do not find enough business in the grain line to occupy all their time and absorb their energies, so embark in other lines. One of the firms so engaged is the J. F. Winebrenner Son & Co. of Huntington, Ind., who in addition to dealing in grain, hay and seeds, handle coal, live stock, lime and cement, and, as is shown by the engraving of their plant reproduced herewith, through the courtesy of the Dealers' Building Material Record, they are firm believers in advertising.

The elevator has storage room for about 15,000 bus. and is run by electric power, the electric current being obtained from a local fuel company at a very reasonable rate. Most of the grain is received in dumps and loaded with power car loaders. The plant is well equipped with modern facilities and conveniences for handling the different lines of trade.

## A Box Car.

A Western subscriber sends us the following regarding the grain car, which formerly was wont to be so very elusive, with the notation "How different."

A box car belongs to the fowl family. During the spring and summer months it can be found in nearly every part of the country, its favorite haunts being railway tracks, and it is easy of capture. In the autumn, however, like certain other fowls, it goes into hibernation or flies to other climes.

Scattered instances are known where specimens are captured during the autumn months. A lasso or a well-greased switch crew is sometimes used in snaring the festive box car, but main strength is the best weapon. In any case the hunter must be very wary, as any noise like the fluttering of a waybill will make the quarry disappear.

Some railways own large flocks of domesticated box cars, but they are carefully guarded during the closed season. The wild box car when captured and fairly well loaded becomes gentle and perfectly stationary.



J. F. Winebrenner, Son & Co.'s Elevator at Huntington, Ind.

## Books Received

**EUROPEAN GRAIN TRADE.**—Comprehensive statistics of the European imports and exports of grain and flour for a long period of years compiled from the official statistics of the various countries are contained in Bulletin 68 of the Bureau of Statistics of the U. S. Dept. of Agri., Washington, D. C.

**BULLETIN ON OATS.**—A seasonable and interesting bulletin from the Farm Crops Section of the Experiment Station at Ames is now being mailed to the farmers of the state. It marks the completion of ten years' investigational work into the merits of 70 varieties of oats, and fully demonstrates that Iowa's yield of this cereal has been too low. The state has averaged only 29.5 bushels of oats per acre. The writers of this bulletin conservatively estimate that this yield can be permanently increased throughout the oat-growing districts to at least 40 bushels per acre. All that is needed to do this is the adoption of better varieties and more care be given the seed before planting. There is not enough of the 1907 crop of oats of standard weight (32 lbs. per bushel) to sow the fields that will be planted next month. It is therefore important that all possible precautions be taken to get most useful varieties and that the most approved methods of culture be practiced throughout the coming year. The bulletin gives much helpful advice and many timely suggestions that are opportune at this time. It may be had by applying to Prof. Chas. F. Curtiss, Director of Experiment Station, Ames, Iowa.

**WEED CONTROL BY CHEMICAL SPRAYS.**—The up-to-date methods of eradicating weeds are described in an illustrated 64-page pamphlet by Professor H. L. Bolley, containing chapters on native and introduced weeds; how to know weeds and the importance of knowing them; kinds of injury occasioned by weeds; winter drifting of weed seeds; weed and seed inspection laws; methods of holding weeds in control, by following, by cultivated crops, by harrowing, cereals, by crop rotation, by pasturing, by smothering, by composting, by application of chemicals.

The second half of the bulletin concerns itself exclusively with the methods of destroying or controlling weeds by

means of chemical sprays and treats fully as to the types of spraying apparatus needed, of the kinds of chemicals that can be used upon different weeds, the merits of the method and success so far attained, and how and when to spray. With regard to the kinds of weeds, the bulletin treats specifically of the methods of handling mustard, king-head, Canada thistle, sow-thistle, quack-grass, dandelions, wild oats, and water hemlock. It also gives a list of weeds which may be destroyed or held in check by chemical methods without injury to grain fields; and discusses stock poisoning plants and how to eradicate them.—Bulletin No. 80, North Dakota Agri. College, Fargo, N. D.

**CEREAL PRODUCTION OF EUROPE.**—Paradoxical as it may sound, it appears that the average yield per acre is highest in those countries of Europe where wheat culture is least generally practiced and where the acreage under that grain shows the smallest increase. The extension of the wheat area, on the contrary, is most marked where the average yield is lowest. The United Kingdom, Belgium, the Netherlands, and Denmark are at the same time the four countries in which the wheat acreage during the last twenty years has undergone the greatest reduction and the four countries which show the largest yield per acre. In each of these countries the acreage under wheat has fallen at least one-fifth in amount, while in each of them a yield of more than 30 bushels per acre has been obtained on an average during the last five years.

This apparent anomaly may be easily explained. A high average yield, such as is realized in northwestern Europe—about twice as high as the best average yield recorded for this country—presupposes the use of valuable land, justifying a large outlay in labor and fertilizers, as well as an abundant supply of good, but cheap, labor. These conditions of intensive culture, however, are much more favorable to the growth of crops other than grain, which give the greatest profit when raised on a large scale on new and comparatively cheap land. Other interesting facts, together with complete official statistics, as far as they have been published, of the acreage, production and average yield of the various grains in each country of Europe for the last 20 or 25 years are given in Bulletin 68 of the Bureau of Statistics, of the U. S. Dept. of Agri., Washington, D. C.

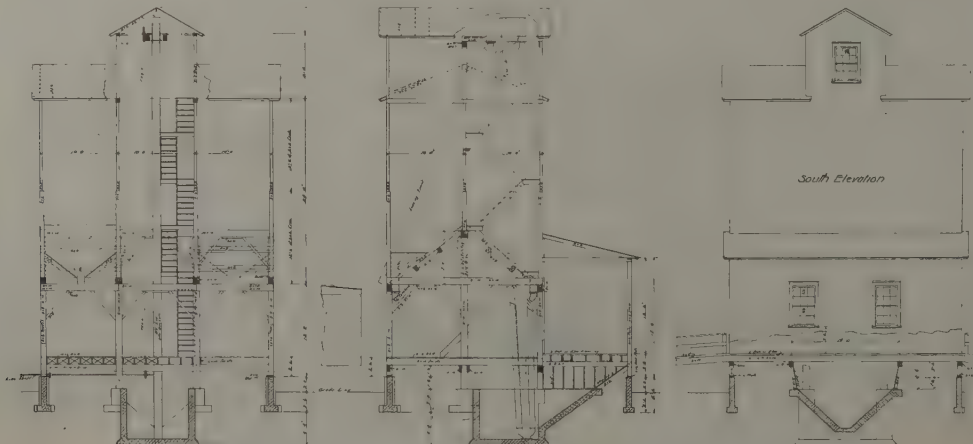
**RUSSIA'S WHEAT TRADE.**—With a view to giving wheat growers, buyers and exporters a thorough understanding of the Russian wheat trade, I. M. Rubinow has translated from the Russian a mass of information hitherto existing only in that language. In a pamphlet of 77 pages are described the grain trade organization, the middlemen, credit and commissions, elevators and grading, elevator statistics, high cost of marketing, transacting export trade, trade contracts, arbitration, transportation, rail and water, and rates, the ocean ports and the currents of the wheat trade.

Less than half the peasants can read and usually sell as early as possible to a local speculator or agent of a distant firm. In many countries on the Volga the local buyers determine by lot by whom each wagonload of grain shall be bought. Other middlemen are the large local dealer, exporting firm and foreign house. Loans to 80 per cent or more of the value of the grain are made by the state bank to growers and dealers.

There is no system of ironclad types and grades, the identity of the grain is preserved and it is sold by sample. The deterioration of Russian export wheat has been rapid; and 10 per cent of dirt is frequent. The exporter knows that it will be easier to discount for excess of impurities than to obtain additional pay for an unusually clean shipment, and therefore he usually grades down any consignment of grain which is above the average.

The first public elevator in Russia was erected at Eletz by the community in 1888 and has a capacity of 240,000 bus. Next year a large private elevator was opened at St. Petersburg. According to the latest data there were in 1900 under the control of railways 62 elevators with a total capacity of 11,200,000 bus. and 108 warehouses with storage for 14,300,000 bus.; and it is probable that few elevators have been built since that year. The only railway having a system of storage is the Ryazan-Ural Railway, with 26 elevators and 121 warehouses.

Port expenses alone in various shipping centers amount to 2 to 5 cents per bu. The cost naturally is great where so much of the handling from wagon to car and car to barge is done by manual labor. At St. Petersburg the loading of a cargo of 3,000 to 4,000 short tons takes 5 to 10 days, compared with a few hours in most American ports.



Plans of C. F. Ollman & Son's New Elevator at Colvin Park, Ill.



Owners of elevators name the grain inspectors and their appointment must be confirmed by the government, and the inspectors are controlled by a local committee composed of representatives of local grain exchanges, city councils and railways. The foreign trade has refused to accept the grading established by such committees. To improve conditions the ministry of finance has recommended a stronger organization of the Russian grain bourses and an expansion of the trade in futures.

Railways are owned mostly by the government and the rates for wheat transportation are based on a distance tariff and zone system. The average haul of wheat on Russian railways varies in different years from 200 to 400 miles, the wheat regions being nearer the ports than the surplus wheat territory of the United States is to our ports. For a distance of 450 miles the rate is 21 cents per 100 lbs. Wheat in European Russia generally moves southward to the Black or Azof Sea and is carried by rail in boats and by wagon. Bulletin No. 65, Bureau of Statistics, U. S. Dept. of Agriculture, Washington, D. C.

On the proposed railway route to Fort Churchill, Canada, lie 6,000,000 acres of good fertile clay lands, says the superintendent of railway lands of the Dominion Dept. of the Interior.

Information as to the probable cost of elevators and bins of various capacities is desired from builders by the Director General of Commercial Intelligence, 5 Clive street, Calcutta, India.

Representative Hepburn has introduced a bill in Congress providing for the fine and imprisonment of government employees who divulge crop information in advance of authorized announcement.

M. H. Davis, well known to millers, has been appointed commissioner of the Dept. of Agriculture to visit foreign countries in an investigation of the possibilities of building up markets for American flour.

By a vote of the Board of Directors of the Grain Dealers National Ass'n the Central Kentucky Grain Dealers Ass'n has been admitted to affiliated membership. A. B. Bleidt, Lexington, is secretary of the new organization.

Argentina a few years ago devoted only 30,000 acres to oats in the 4 important provinces of Buenos Aires, Santa Fe, Cordoba and Entre Rios, yielding 500,000 bus. By devoting an increased acreage to oats under the stimulus of higher prices the crop could be increased to 20,000,000 to 40,000,000 bus. annually, mostly for export.

A bill to tax sales of stocks 50 cents per 100 shares was introduced Mar. 2 by Representative Hepburn of Iowa, and is an example of the crude legislation attempted by wiseacres whose qualification seems to be ignorance of the subject. Wall street stocks are valued at \$100 per share, while most mining stocks are valued at \$1 per share. Thus transactions in mining stocks will be taxed 100 times as much as Wall street trades.

The demand for grain is not likely to be urgent enough to warrant any sustained advances in price. The nearer we approach the new crop the more likely millers will buy as immediate needs demand. Speculatively I think the market will be a weather market for a month. I confidently look for a large crop of grain to be raised this year; this will mean more work for the railroads and will be better for everybody.—Chas. Sincere.

## Contract Rate Governs, Unless Its Illegality Is Shown.

La Due & Carmer of New York were overcharged \$256.50 on seven shipments of hay by the Baltimore & Ohio Railroad. In order to obtain delivery of the hay the firm was compelled to pay the overcharge, under protest.

By agreement with the commercial freight agent of the B. & O. the firm had a thru rate on all hay from western points to New York, with a holdover at Green Spring, W. Va., of 27 and 27½¢ per 100 lbs. When the hay arrived at Green Spring the commercial agent notified the firm that local rates would be charged, and the firm was compelled to pay the excess under protest.

Instead of bringing the hay to New York as required by the agreement the B. & O. left some of it at Van Nest and Flushing, obliging the firm to pay another road extra charges for bringing the hay to New York.

Later the firm received four cars of hay on which the freight charges due amounted to \$233.49, and in view of the prior extortion by the road, the firm refused to pay, and the B. & O. brought suit in the municipal court. In defense La Due & Carmer alleged a counterclaim of \$256.50, and were given judgment against the road for the full amount. The road appealed to the supreme court of New York, which on Feb. 7, affirmed the decision, stating that:

"As the agreement made between the parties was legal before the passage of the interstate commerce act, the burden was upon the plaintiff to show that such agreement was contrary to the provisions of the act. There is no doubt that, if the thru rates alleged to have been agreed upon were less than the thru rates duly filed with the Interstate Commerce Commission from the respective points of origin to the respective points of designation of the seven shipments of hay, the agreed rates would be illegal and defendants' claim unenforceable (Kinnavey v. Terminal R. Ass'n, 81 Fed. 803); but there is no evidence upon which to base such a finding. The plaintiff failed to show either that there was no thru rate filed with the Interstate Commerce Commission, in which case the filed local rates would control, or that it was different from the agreed rate claimed by de-

fendants, in which case the agreed rate would be illegal. There is no contradiction of defendants' testimony that a lower rate than that charged by the plaintiff was agreed upon between plaintiff and defendants upon all shipments of hay made from the territory embracing Edgerton, Ohio, and Corunna, Ind., nor that this rate was given them as a thru rate. Defendants are not asking the court to designate one of two sets of rates as the proper one and to enforce its application, as claimed by plaintiff's counsel; but they rely on an agreed thru rate, which plaintiff has not shown to have been illegal."

## C. F. Ollman & Sons New Elevator at Colvin Park, Ill.

The accompanying engravings show a 10,000 bu. elevator recently erected for C. F. Ollman & Sons, at Colvin Park, Ill., which is located on the I. C. R. west of Chicago.

The elevator is 20x30 ft.x50 ft. high, with a driveway 12 ft. wide along side of building. The foundation is of concrete construction and part of wagon dump hoppers are of concrete as shown in plan. The first story of elevator is of heavy frame-work and is used as a store-room for flour and feed.

The machinery equipment consists of wagon dumps and elevator leg with 6x14 cups. This leg is driven by line shaft and friction clutch to a gasoline engine, which is located in power house 20 feet away from the elevator. All bin bottoms are hoppers to an angle 45 degrees and are self-cleaning. An easy stairway of 45 degrees rise is provided.

The building is covered with galvanized corrugated iron siding and roofs of galvanized iron. This elevator is an ideal plant for a small country grain business and was designed and erected complete for \$3,500 by Fred Friedline.

Hamburg dealers in grain and feeds have formed an ass'n to protect importers against foreign shippers and to settle differences on freights and demurrage.

The Burlington has abolished the industrial department, which carried on a campaign of education among the farmers by means of seed corn specials and lectures.



New Elevator of Ollman & Son at Colvin Park, Ill.

# Seeds

Clover looks well.—C. O. Barnthouse, Agosta, O.

Clover seed is good and a large acreage.—Robert Kolter, Spencerville, O.

Clover never was more promising than now.—Loughry Bros. Milling & Grain Co.

We expect an average crop of clover seed.—Campbell & Co., Kendallville, Ind.

Condition of growing clover is almost perfect.—F. O. Diver Grain Co., Middletown, O.

Farmers report prospects poor for clover seed in this vicinity.—J. N. Bassett, Lena, Wis.

New York imports of clover seed for the week ending Apr. 4 were 2,054 bags, against 1,768 a year ago.

Clover seeding stood the winter well and indications are that it will come out good.—Geo. D. Laing, Dixon, Ill.

Timothy, the leading seed specialty at Chicago, is very dull, spring trade apparently not having started. Clover seed is in good demand at a big advance in prices over the preceding week.

Notwithstanding the extremely high prices we have enjoyed the largest retail trade in clover seed that we have ever experienced. The growing clover looks fine, and we anticipate a big crop next season.—C. C. Norton's Sons, Greenfield, O.

The Department of Agriculture is sending out a duplicate of Circular 26, containing the names of seed dealers who adulterate grass seeds, with a correction stating that the name of a certain Burlington, Ia., seedsman was published through error, as the seed referred to was properly labeled by him.

The seed crops of Illinois during 1907 as reported by the Illinois State Board of Agriculture included 49,030 bus. timothy seed, 32,372 bus. of hungarian and millet seed and 30,233 bus. of clover seed; against 58,576 bus. of timothy seed, 30,560 bus. of hungarian and millet seed and 40,189 bus. of clover seed, during 1906.

The law of South Dakota, enacted last year, requiring agents of non-resident nurserymen selling nursery stock in that state grown in other states or territories, to carry a duplicate permit issued by the state board of agriculture, on Feb. 19 was declared invalid by the Supreme Court of South Dakota, as a discrimination between resident and non-resident dealers.—115 Northwestern Rep. 93.

A warning to planters against the introduction of pernicious weeds in alfalfa seed has been issued by Dr. O. M. Ball of the Agricultural and Mechanical College, College Station, Tex. Russian thistle, dodder, Johnson grass and several varieties of burr clover and melilotus have been found growing in alfalfa fields in various parts of the state, and they have been introduced solely thru impure alfalfa seed.

Toledo received during the week ending Apr. 4 386 bags of clover seed and shipped 1,888; against 1,755 bags received and 2,697 bags shipped during the corresponding week a year ago. For the season receipts have been 28,059 and shipments 29,788 bags; against 45,074 bags received and 52,068 bags shipped during the corresponding period of last season. Receipts of alsike for the season have

been 4,063 bags, against 13,038 for the corresponding period of the preceding season.

The nature of the present receipts of red clover seed would indicate housecleaning. Everybody shipping in their surplus and some of it is very poor. The demand is only from hand to mouth—some days good, others very poor. Stocks here must be about exhausted. Our shipments have been larger than the receipts, but there were three or four thousand bags carried over from previous crop.—J. F. Zahm & Co.

A new soy bean from Manchuria, which has been named the "Meyer," has yielded seed at the rate of 24 bus. to the acre, outyielding any other variety grown on the Arlington Experimental Farm, says B. T. Galloway, chief of the Bureau of Plant Industry. In view of the fact that the culture of soy beans as a grain crop has been decreasing in this country because the yield averages only 12 bus. to the acre, this new variety is of great promise.

On receipt of information that Representative Mann had introduced a bill in Congress requiring alfalfa seed to be absolutely free from foreign substances the seedsmen of Salt Lake City telegraphed Representative Howell to use what influence he could to defeat the measure. Representative Howell replied that the bill had been amended and that the opposition would be given every chance to be heard, and that no action would be taken until the objections had been thoroughly looked into.

Chicago received during the week ending Apr. 4 383,460 lbs. timothy seed, 111,300 lbs. clover seed, 80,400 lbs. other grass seed, and 45,200 bus. flaxseed; against 599,600 lbs. timothy seed, 60,400 lbs. clover seed, 392,100 lbs. other grass seed and 31,400 bus. flaxseed for the corresponding week of 1907. The shipments for the week have been 256,400 lbs. timothy seed, 41,000 lbs. clover seed, 1,168,500 lbs. other grass seed, and 14,400 bus. flaxseed; compared with 331,300 lbs. timothy seed, 73,900 lbs. clover seed, 1,286,300 lbs. other grass seed and 1,100 bus. flaxseed, during the corresponding week of last year.

The work of improving grasses by selection, first inaugurated with timothy by Dr. A. D. Hopkins, has developed three important varieties, the Hopkins or Early, the Stewart and the Pasture, which have been tested fully and considerable quantities of seed will be available this year for co-operative experiments with farmers. Two other selected timothies have likewise proved so valuable that their seed will be grown in quantity. Along this same line much selection work has been done with brome-grass, orchard grass, and redtop. Several of these selections are so promising that seed will be grown for distribution as soon as possible.—B. T. Galloway, chief of the Bureau of Plant Industry.

The number of samples of seed received by the government seed testing laboratory at Washington, D. C., has increased very rapidly during the year. In many cases more than five samples a month have come from the same source. Up to the present time the number of tests made for one firm or individual in any one month for either mechanical purity or germination has been limited to five. In order to meet the growing demand for this work Edgar Brown, botanist in charge, has made arrangements to increase the number of tests for germination not to exceed ten in any

one month. The number tested for mechanical purity will remain the same as formerly, not to exceed five a month.

Experiments are being inaugurated to determine the availability for cultivation of some of our wild native clovers. There are some seventy-five species of Trifolium native to the United States. Some of them grow with remarkable vigor and attain large size. Many also seed very freely, an important quality in cultivated plants. It is believed that several of these wild species may prove valuable for particular types of soil, climate, and methods of cultivation. An annual clover suitable for use in a short rotation is one of the most important needs of the agriculture of North Dakota, South Dakota, and Minnesota, regions where biennial and perennial leguminous forage plants often fail on account of winterkilling.—B. T. Galloway, chief of the Bureau of Plant Industry.

English red clovers are now down to their intrinsic value, and good value at that, considering the universally scarce quantity of red available. The low brown rubbish must take care of itself; it should never have been threshed. Good English should find a ready market when the actual consumptive demand is on. The fine Russian and Hungarian have not been over-imported to this country. What is here is selling under Continental price, and should be quite safe. American reds are realizing 100s per cwt over there, so that there is no possibility of our being able to import them. Chilians are practically exhausted; French and German are both fully required at home, so that there should be no undue anxiety to realize present United Kingdom stocks. There is a huge demand yet to be supplied, and patience is the only business-like procedure. April is ever the big consumptive month.—London Corn Circular.

A Baltimore seed dealer writes C. A. King & Co. There is now pending in the House of Representatives of the United States a bill (H. R. 13835) which, in substance, prohibits a seedsman from shipping, delivering for shipment or receiving in interstate or foreign commerce and after receiving, dealing in any seeds or bulbs which are not absolutely pure, live, true to weight, and correctly named by the name under which they were originally introduced to the trade. As the bill is now worded, the presence of one dead seed or a seed of a different variety of the same plant or of a different plant, in a parcel shipped, delivered for shipment, received or dealt in as above stated, would render the person making the shipment, receiving it or dealing in it, guilty of a misdemeanor, for which the punishment provided is: For the first offense, a fine not exceeding \$200, for each subsequent offense a fine not exceeding \$300, or imprisonment not exceeding one year, or both, in the discretion of the court. The Secretary of Agriculture is authorized to make uniform rules and regulations to carry out the provisions of the act. This bill was introduced by Representative Mann, of Illinois.

With regard to the seed bill introduced in Congress by Representative Mann of Illinois, J. E. Northrup of Northrup, King & Co., says: It provides that all seeds which are sold from one state into another shall be offered only under a statement as to their purity. It provides that no seeds that are mixed or contain adulterants shall be brought in from other countries and makes it a misdemeanor to carry on interstate or foreign



commerce in seeds that are adulterated or misbranded. Much seed from foreign countries contain dodder and buckhorn. Both are noxious weeds, especially dodder, and any measure looking to the prevention of these seeds coming in is a long step in the right direction. A vast amount of harm has been done by the importation of these seeds. This move is of especial interest to Minnesota, for the clover seed of this state and Wisconsin takes rank as the best in the United States, and it is becoming a well-established fact that it will produce double the amount of hay that clover seed from further south will yield. The great difficulty with this bill as it now stands is that in some of its provisions it exacts what apparently are impossibilities. Seed is not made, it is grown, and there are many imperfections in seeds which cannot be remedied by the hand of man. The bill overlooks that fact, but doubtless in the course of time this will be recognized and remedied. A federal law which will afford purchasers protection and yet permit the farmer to grow seeds and the seedsman to do business will be heartily welcomed by the legitimate seed trade. But the proposed bill has serious defects which must and doubtless will be remedied before its passage.

## A Missouri Country Elevator.

Missouri as a state has lacked country elevator facilities, but by degrees Missouri dealers are building up-to-date elevators for storing, improving and shipping grain of all kinds.

Lee's Summit, Jackson county, is about 24 miles from Kansas City so is convenient to a good market, and a little elevator erected there two years has loaded many cars of corn, wheat and oats during the past two seasons. The house was built by J. D. Infield of Berne, Kans. It has been overhauled and improved in different ways since to meet the needs of a growing feed trade. Recently a 20 H. P. steam engine, one additional leg with 150 feet of 14 inch rubber belt and 7x14 inch cups, a No. 6 Monitor Dustless Corn Separator and a No. 8 Bowsher Grinder have been added. The plant is also equipped with a 400 bushel New Process Sheller, a McLeod Automatic Weigher for weighing grain in cars and a wagon scale.

Mr. E. P. Clark, proprietor of the Lee's Summit Elevator Co., owns the ground upon which the elevator stands and the Mo. P. R. R. spur to the elevator and warerooms, where is kept a large stock of bran and shorts.

The cupola is high enough to give a fall of 50 feet so that cars can be loaded to capacity without shoveling. Cobs are used for fuel in the power plant and the surplus sold at a good price. Corn is dumped direct to sheller from farmers' wagons.

In an ironclad building, 24x32, just completed, Mr. Clark handles a full line of farm implements of well known make.

Mr. Clark makes a specialty of chops and mixed feeds of all kinds, which are packed in 48 pound paper bags. He also enjoys an excellent trade on what is known as Clark's Chix Feed. It is reasonable to presume that he ships nothing but clean grain and utilizes all screenings, scourings and tailings to profitable advantage.

Millers of North Dakota at a meeting at Grand Forks decided to organize a spring wheat league to enforce the law on labeling of food products, to the end that millers grinding winter wheat shall be estopped from branding their product as spring wheat flour. At the meeting Professor Ladd stated that if flour were sold on its merits North Dakota millers would soon be grinding 50,000,000 bus. of wheat annually instead of 10,000,000.



E. P. Clark of Lee's Summit, Mo., Believes in Advertising.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—Our market here continues active, but the demand is not what it should be at this season of the year. Hay and flour sales are very poor. While we are having some demand for grain the buyers are holding off, anticipating lower markets.—A. L. Deibel.

Little Rock, Ark.—The Little Rock Board of Trade holds a "Live Wire Smoker" once a month. Members only are admitted to the smoker, which is held in the auditorium of the Board in the evening. Regular programs are prepared, giving the topics to be discussed and the names of the principal speakers.

## CALIFORNIA.

Los Angeles, Cal.—City Prosecuting Atty. Thos. L. Woolwine declares that he will push prosecutions under the bucket-shop ordinance, if the superior court, as he expects, sustains the law in the pending appeal.

Oroville, Cal.—In the suit by Wm. Dunahoo against the State Board of Prison Directors, defendants have filed answer denying that the price of grain bags was fixed on Jan. 13, but that it was fixed Jan. 12, 1907, and denying that no notice of sale of grain bags was given.

## CANADA.

Rosenfeld, Man.—The eltr. of the Imperial Eltr. Co. was burned recently.

Chatham, Ont.—The eltr. of Fred Stevens, at Dover township, burned recently.

Winnipeg, Man.—The builders of the Grain Exchange bldg. on Apr. 10 offer the structure at auction.—C.

Port Colborne, Ont.—The bins of the government eltr. here are about one-half finished, and the big house is expected to be completed in time for the fall grain movement.

Port Arthur, Ont.—The tanks of the Canadian Northern Eltr. are practically full and grain is going into store in the working house for shipment on the opening of navigation.

Winnipeg, Man.—Norris & Co., since engaging in the export trade two years ago, have handled 30,000,000 bus. of grain, of which 12,000,000 bus. was shipped thru the port of Montreal.

Brandon, Man.—The Great West Grain Co., incorporated, capital stock \$50,000; incorporators, Jos. H. R. Gillespie, Charles H. Lamontagne, Clara M. Lamontagne, John R. Brodie and Mable A. Brodie.

Winnipeg, Man.—The Sterling Grain Co. has been incorporated to do a brokerage business in grain and stocks as correspondents of Finley Barrell & Co., Chicago. H. D. Metcalfe is pres. and Wm. E. Reid, sec'y.

Kenora, Ont.—The Maple Leaf Flour Mill Co. has let the contract to G. H. Archibald for the erection of its mill that was burned Jan. 14. The contract price is \$200,000. The mill is to be completed for this year's crop.

Winnipeg, Man.—Applications for seed loans have come principally from the northwestern part of the province, where

the crops were damaged by the frost. About 15 municipalities have made application for a total of \$80,000.

Montreal, Que.—Over 300,000 bus. of seed oats has passed thru this city recently from Scotland, England and Belgium to the western provinces for seed. It is the first time Canada has extensively imported seed.

Winnipeg, Man.—The Scottish Wholesale Co-operative Society, of which Geo. Fisher, this city, is sec'y, will arrange for the building of a number of grain eltrs. along new railway lines in western Canada, at a conference soon to be held by a party of English and Scotch capitalists.—R.

Ottawa, Ont.—A conference of several days was held here recently at the call of Sir Richard Cartwright to consider the recommendations of the Royal Grain Commission. Frank O. Fowler and N. Bawlf spoke for the Winnipeg Grain Exchange, W. H. McWilliams for the terminal eltr. interests and Mr. Jarvis for the Peavey Eltr. Co. The pres. of the Saskatchewan Grain Growers Ass'n demanded government ownership of terminal eltrs. and assailed the Grain Exchange, which was defended by Pres. Fleming. The vice pres. of the Manitoba Grain Growers Ass'n objected to dealers owning terminal eltrs. and complained of car shortage. Ministers Cartwright, Fisher and Oliver were present, as were nearly all the western members of parliament. One of the most valuable of the suggestions made was that of F. W. Peters, of the Canadian Pacific, an amendment to the act on car distribution to the effect that it can be held in abeyance for a time when farmers of the region make application at the discretion of the warehouse commission. Something of this sort had been done illegally at Weyburn as an experiment and the result was a great acceleration in the grain movements.

## CHICAGO.

Memberships in the Board of Trade are selling at \$2,200.

The Board of Trade was closed Apr. 7 on account of the local election.

Lorenzo D. Kneeland, a member of the Board of Trade, shot himself yesterday, and died instantly.

W. E. Webbe, of the firm of W. E. Webbe & Co., and a member of the Board of Trade, died recently.

Howard A. Hill died yesterday shortly after his return from Europe. He was a member of the board of trade and had been 30 years in the grain trade.

The Northern Grain Co. has turned over its commission business to Pringle, Fitch & Rankin, in order to devote its attention to its cash grain and eltr. interests.

Euston & Co., incorporated, capital stock \$450,000; incorporators, Alexander Euston, Edwin Euston and R. P. Prentys. The firm will manufacture oil and deal in flaxseed.

The Illinois Railroad & Warehouse Commission held a conference Apr. 9 at its Chicago offices to discuss matters per-

taining to the grain trade with invited members of the Board of Trade. It is reported elsewhere.

A. E. Schuyler and L. E. Gary, the committee appointed by the directors of the Board of Trade to ascertain the quantity of grain in public eltrs., report that the amount corresponds with the outstanding warehouse receipts.

The wife of John A. Costello has petitioned the court for a divorce, alleging cruelty. Mr. Costello is well known in this city, and for a few years has been employed as chief grain inspector at South Bend under the Indiana law.

John Carden, who has been barley buyer for the American Malting Co., for many years, has resigned to join the firm of Brennan & Carden, in which he has purchased the interest of his son, James L. Carden. The firm name remains unchanged, and Mr. Carden will look after the barley end of the business.

Gardiner B. Van Ness on his return from a seven weeks' trip to the Pacific Coast and 3 N ranch in Arizona was robbed of jewelry, silverware and clothing valued at over \$1,500, on the night of Apr. 4. Burglars forced a window some time after 6 o'clock, when Mr. Van Ness left the house, and 10:30, when he and his wife, who arrived on a 9:30 train, reached home.

Another addition has been made to the numerous committees with which the Board of Trade is equipped. The new committee is known as that on "members rates," and is composed of Directors Arnot, Bennett and Pettit, who will determine the proper rate of commission and brokerage to be paid by members who are also members of various corporations, as well as look into violation of the rule on members rates.

Lamson Bros. & Co. bid the top price, \$1,050, for first choice of telephone locations on the floor of 'Change, Apr. 2. The next best bid was by Pringle, Fitch & Rankin, \$850, while Ware & Leland bid \$800 and Finley Barrell & Co. \$600. For the telephones on the floor \$5,260 was realized at the auction, the largest total ever netted in premiums. Lamson Bros' location is near the main entrance to the hall and in full view of all the pits.

Daily cables giving the market on the new grain exchange at Buenos Aires have been arranged for by the Board of Trade; and every morning the quotations on wheat, corn and flaxseed are posted. The Buenos Aires Exchange began trading in futures Mar. 16; and Pres. Sager of the Chicago Board cabled his congratulations to the pres. of the South American exchange on their having adopted the modern facility of affording protection to all interests in the grain trade.

The directors of the Board of Trade have recently adopted the following resolution: That the payment of a salary, or any other compensation, either directly or indirectly, by a clearing member, firm, or corporation, to any officer or employee of a corporation, or partner or employee of a firm or copartnership, whose business said clearing member, firm, or corporation may clear, is a violation of the commission rule within the meaning of paragraph F, section 9, of rule 14.

Application for membership in the Board of Trade has been made by John P. Bickell, Edward C. Remick, John J. Walcott, Charles F. Hulburd, John R. Tomlins, Frederick Parker, Robert D. Covington, John T. Fanning, B. J. Burns,



John Trust Sickel and Herman Hahn. Application for transfer of membership in the Board of Trade has been made by Herbert D. Roos, James E. Hayes, Henry S. Poole, the estate of Thomas W. Hallam, E. Charles Day, the estate of William Kirkwood, John E. Olsen and Edward E. Giddings. Members of the Board of Trade recently admitted are George Colleps and Frank S. Kingsbury.

The informal banquet of the traveling representatives of Chicago Board of Trade firms was held April 3 at the Grand Pacific Hotel. There were twenty-nine present out of a possible fifty. Gordon Hannah presided as toast master. Hiram N. Sager pres. of the Board of Trade spoke and toasts were responded to by the following: Wm. M. Hirsch traveling rep. of J. C. Shaffer & Co., Harry Miller of Requa Bros., C. L. Douglas, Oscar C. White of P. H. Schifflin & Co., A. E. Wood, B. F. Traxler and H. Hahn of Gerstenberg & Co. The meeting was one of good fellowship. Such gatherings where heart to heart talks are made, tend to draw the traveling representatives closer together, and the influence will be to exert a greater pull for the Chicago market.

## COLORADO.

Erie, Colo.—One of the eltr. at this place was burned Apr. 1, together with 3 Union Pacific freight cars. Loss \$10,000.

## DISTRICT OF COLUMBIA.

Washington, D. C.—Percy Wade, of Ware & Hedges, brokers, has been found guilty of "setting up a gaming table" as a test of the bucket-shop law, and has appealed to the Court of Appeals.

## ILLINOIS.

Decatur, Ill.—The Allen Grain & Eltr. Co. has succeeded Jay H. Allen.

Maroa, Ill.—We are no longer in the grain business at present.—Maroa Eltr. Co.

Holder, Ill.—J. E. Hawthorne has leased his eltr. of John Y. Chisholm, trustee.

Savoy, Ill.—A. D. Ricketts has succeeded Morrison & Grindley in the grain business.

Walnut Grove, Ill.—Geo. W. Cole has succeeded Cole & McDonald in the grain business.

Springfield, Ill.—An Illinois corn show has been proposed by the Chamber of Commerce.

Ferris, Ill.—The Farmers Eltr. Co. has employed Geo. Abbott to run the eltr. for the coming year.

Thomasboro, Ill.—The Thomasboro Grain, Lumber & Coal Co. is preparing plans to remodel its eltr.

Bushnell, Ill.—George W. Cole is having his eltr. repaired and improved. A new driveway has been built.

Rochelle, Ill.—Morris Kennedy has bot the oat meal mill of Alex Forrest. He will use the mill to grind feed.

Virden, Ill.—We have no crops of any kind, and will have to ship in 10,000 bus. of corn for retail.—J. N. Hairgrove.

Forreston, Ill.—C. A. Beebe has rented an eltr. at North Forreston for one year. Mr. Dick will remain in charge.

Herrick, Ill.—We have sold our eltr. and hay barn to Edw. Lichte, who will

continue the business here.—Morrison & Voris.

Oso, Ill.—E. G. Samuelson & Co. have succeeded Samuelson & Westerland in the grain business.—E. G. Samuelson.

Dwight, Ill.—Safeblowers visited this place Apr. 5 and burst the safe in Geo. L. Kern's grain office. No money was found.

Marseilles, Ill.—R. T. Harrington, who failed several years ago, has filed a petition in bankruptcy. Liabilities about \$20,000.

Antioch, Ill.—Attorney C. A. Allen has bot a site of John R. Walsh, owner of the Chicago Southern Railroad, and will erect an eltr.

Oneida, Ill.—The Farmers Eltr. Co., incorporated; capital stock, \$4,000; incorporators: J. Orton Finley, Arthur Holmes and Hugh Greig.

Winchester, Ill.—The farmers at this place are planning the organization of an eltr. company to build an eltr. to cost from \$10,000 to \$15,000.

Heaton, Ill.—The Farmers Grain Co., incorporated, capital stock \$10,000; incorporators, Nelson E. Ross, Albert Norton and Phineas T. Remster.

Fisher, Ill.—Andrew Shields, of Dewey, has bot the eltr. known as the F. L. Warner eltr. for \$6,500 cash, assuming a mortgage of \$10,000.

Joliet, Ill.—The eltr. of M. Truby & Son which was burned Mar. 22 will be rebuilt as soon as the debris can be cleared away. It will cost over \$5,000.

Dunlap, Ill.—L. B. Jackson and John Shehan have bot the eltr. of Christopher & Ashbaugh at this place, and will deal in grain under the name Jackson & Shehan.

Ohio, Ill.—The books of the Ohio Eltr. Co., which were closed April 1 for the first year's business, show net earnings of 17% on all money invested.—J. C. McCrea.

Windsor, Ill.—The Windsor Grain Co., incorporated, capital stock \$8,000; incorporators, S. L. Wallace, Charles Voris and Sylvester Clawson. An eltr. will be built.

Peoria, Ill.—Fire which broke out in the mill of the Corning Distillery Co.'s plant Apr. 3 caused a loss of \$230,000. The distillery and grain eltr. will be rebuilt.

Walker, Ill.—The Mansfield-Ford Grain Co. has bot an eltr. at this place, at a cost of \$8,000. This company now owns eltrs. at Illiopolis, Lanesville and this place.

Cairo, Ill.—Leo McDaniels is reported to have applied for membership in the St. Louis Merchants' Exchange. He is not a member of the local Board of Trade.

Flanagan, Ill.—The Farmers Grain & Coal Co., recently incorporated, has bot the eltr. operated by Sherry Bros., whose lease will expire Sept. 1. The company took possession Apr. 1.

Oakland, Ill.—W. S. Van Natta, Jr., an old grain man of Fowler, has bot the eltr. at this place of J. T. Sims & Son. Frank Sims, who has been operating the eltr., will move back to Frankfort, Ind.

Sibley, Ill.—The Sibley Grain Co., which had talked of building an eltr., took no action at its recent annual meeting. No dividends were declared during year; but there was a loss and deficit, owing to heavy contracting for oats and

the failure of the sellers to deliver the grain when the crop ran short and the market advanced. The company is composed of farmers.

Raymond, Ill.—The Farmers Grain & Supply Co., incorporated, capital stock \$10,000; incorporators, W. C. Rebban, F. A. Todt and Charles Kelmel. The company recently bot the eltr. of Hill Bros.

La Harpe, Ill.—Fire starting from a spark from a passing engine destroyed the eltr. of B. I. Hedin Mar. 21. The building was valued at \$2,000. It contained about 50 bus. of seed oats. No insurance.

Abingdon, Ill.—The farmers at this place have appointed a committee to investigate the eltrs. here for the purpose of buying. They may build. The committee is composed of R. E. Ward, C. B. Clark and E. J. Earel.

Bloomington, Ill.—J. Y. Chisholm, trustee for the defunct Hawthorne Eltr. Co., has bot suit against the L. E. & W. R. R. Co. to recover \$200 damages for the partial destruction of a loading chute on the eltr. at Holder.

Pekin, Ill.—The Illinois River grain fleet has been increased by the launching of two boats recently. The Turner-Hudnut Co. launched a barge of 15,000 bus. capacity, and the Smith-Hippen Co. has built one of 10,000 bus. capacity.

La Harpe, Ill.—Geo. Coulson was hurt at his eltr. recently. While working on the engine the fly-wheel burst and a piece flew out, striking him on the leg below the knee. While no bones were broken, it was very painful. He is now getting along very well.

Ashton, Ill.—Chas. A. Burnham sold his eltr. Apr. 4 to L. J. Jeter of Yorkville, Ill. R. J. Jeter, son of L. J. Jeter, who was formerly in the grain business at Franklin Grove, Ill., will manage the business. Possession of the eltr. was taken at once. J. M. Maguire made the sale.

The Board of Directors of the Illinois Grain Dealers Ass'n met in Chicago March 26 and decided to hold its annual meeting at Springfield June 9 and 10. The following Com'te on Arrangements was appointed: E. M. Wayne, J. L. Brainerd, H. I. Baldwin and S. W. Strong.

Little Indian, Ill.—The Little Indian Grain & Eltr. Co., recently incorporated, has chosen Fred Virgin, pres.; J. J. Bergen, sec'y and treas. The company will erect an eltr. to cost about \$5,000; and Wm. Musch, Fred Virgin and M. C. Petefish were appointed a committee to let the contract.

Charleston, Ill.—The platform of the eltr. of Geo. B. Griffith was set on fire Apr. 2. An officer who saw the blaze, put out the flames. A few hours later the officer was surprised to again discover a fire in the same location. Several buckets of water saved the eltr. without the aid of the fire department.

Hume, Ill.—Chas. Manuel, while at work at the National Eltr. Co.'s eltr. Mar. 19, picking shucks and other trash from the drag chain, had his glove caught in the chain, which pulled his hand in and ran it around the sprocket wheel, crushing it very badly. It will be some time before he will be able to be around the eltr. again.

Dunkle, Pana P. O., Ill.—Floyd Grounds, 14 years old and Frank Wilburn, 18 years old were smothered to death in a wheat bin at the eltr. of Jas. F. Umpleby Apr. 8. The boys were play-

ing in the eltr. and jumped into the bin and immediately sank down into the grain. Later a search was made and their dead bodies were found.

Lerna, Ill.—John H. Snowden and Mrs. Abba Snowden have filed petitions in bankruptcy. His liabilities are \$29,000, assets \$24,000; while Mrs. Snowden's are \$22,000 liabilities and \$4,500 assets. It is believed that some of Snowden's losses were sustained when he went into Clinton County, Ind., and overbid the Frankfort dealers for corn in January. He paid 2 cents more per bushel than the regular dealers could afford to pay. He also cut a wide swath in the vicinity of Ogden, Ill.

Peoria, Ill.—A. H. Babb, for 16 years a member of the Peoria Board of Trade, died recently at Cattaraugus, N. Y. He began his career as a telegraph operator and became known as the most expert telegrapher in the country. While employed in the Western Union office at Chicago he gained some knowledge of the grain trade and engaged in the commission business. About a year ago his health began to fail and on Feb. 1 he went back to his old home at Cattaraugus, N. Y., where he passed away, aged 59 years. He was a bachelor and enjoyed social and club life.

#### CAIRO LETTER.

There is some business in Cairo all the time. This is a splendid market.—Douglas Halliday.

During the lull in business a number of the dealers are making use of the opportunity to improve their property.

The eltrs. are keeping busy cleaning oats and wheat. The Southern demand for oats is light on account of high prices and good pasturage in the South.

The same grain firms are in business here who have been for years with the exception of P. Gibbons & Co. and the Cairo Hay & Grain Co., which were driven out by the panic.

The Board of Trade, a local organization of the town to which all reputable grain dealers in Cairo belong, elected Chas. Cunningham treas. and Seymour Antrim vice-pres. at its last annual meeting.

There are three reasons why trade is so light with us at present. Grain is very high priced; we have such severe competition for the southern trade; demand is moderate on account of industrial conditions.—Chas. Cunningham.

We look for improved business just as soon as the May corn and oats manipulation is out of the way. The demand for good corn in the South is good. A month or so later we will be able to handle Ill. corn with safety.—Redman, Magee & Co.

The grain business in Cairo is not very active at present; not because the Southern demand is light nor is there a lack of grain to handle, but rather on account of the poor condition of Illinois corn which the dealers here deem unsafe to handle. There is scarcely a car of corn arriving now.

In addition to its immense warehouse 300x70 ft. the Samuel Hastings Co. has built a large tenement house for the use of its help. This house is adjacent to the warehouse so the laborers are always on time, and handy in case of fire. During the busy season the company employs 20 men regularly, with temporary shifts as needed.

One firm at this place purchased a membership in the St. Louis Merchants

Exchange for \$100, with all dues paid for a year, which is equivalent to \$60. Another was offered a membership for \$70, and one was bot by the Consolidated Hay & Grain Co., whose requests for membership on the Cairo Board of Trade have been constantly refused.

Cairo has been receiving river corn for the last 25 years and the dealers who were able to get it in Jan. and Feb. are fortunate now, for it is just as good as any ever raised in the world. It is shipped here in boats and all of it grades No. 2. The dealers buy the corn direct from the farmer. They advance them money on their crops, help them handle it, and see that they ship it to Cairo.

Chas. Cunningham has completed an eltr. in connection with his warehouse that is most modern tho not a large building. His warehouse will hold 50,000 bus. of grain so the 5,000 bus. capacity additional in the eltr. gives him plenty of room to handle a large amount of grain. In the elevator he has installed an automatic sacking machine, power shovels, fast working elevator leg, the machinery being run by a 10 h.p. gasoline engine.

J. E. Gillespie, Supt. of the Halliday Eltr., is very careful about upholding the reputation of his firm for weights. While the weighing is in charge of a sworn weighmaster Mr. Gillespie gives it his personal attention. Two large hopper scales which hold 80,000-lb. drafts are used to weigh the grain. Each scale holds usually a car load. The weights of the shipper are always at hand and when the grain is weighed the eltr. and shippers weights compared before the grain is dumped. In case of shortage an investigation is made while the grain is still in the hopper. As the scales are equipped with recording beams an error in reading is impossible.

#### INDIANA.

Cloverdale, Ind.—J. W. Croyton will erect an eltr. this spring.

Pine Village, Ind.—Albert Carver will superintend the erection of the eltr. of the Chatterton Grain Co.

Topeka, Ind.—I have bot the eltr. at this place of D. Strock & Son, and will move there.—W. D. Wilson, Wooster, O.

Brownstown, Ind.—A basement has been built and a small grain eltr. will be put in the building of the Brownstown Feed Exchange.

Trafalgar, Ind.—Wm. Suckow will erect a 30,000-bu. storage tank at this place this spring.—Geo. W. Burton, agt., Wm. Suckow of Franklin.

Jamestown, Ind.—We have sold our grain and seed business to C. L. Stafford & Co., of Thorntown, Ind., and will give possession May 1.—J. K. Hinkle & Co.

Indianapolis, Ind.—Fire which destroyed the warehouse of George Hitz & Co. Mar. 31 caused a loss of \$11,000 on grain in the eltr. of F. A. Rouse Co. by water.

Veedersburg, Ind.—John Reichard has let the contract to A. H. Richner to remodel his eltr. and furnish a complete line of machinery, sheller, cleaner and Richner Grain Feeders.

Frankfort, Ind.—A windstorm Mar. 28 caused a loss of \$2,500 at the mill of J. T. Sims & Son. The roof of the flour house was blown off, allowing the water to damage a great deal of flour.

West Lebanon, Ind.—The West Lebanon Grain Co., incorporated, capital stock \$15,000; incorporators, John Crane,

Burt Fleming, Alex. Hamer, Hugh Brenner, Isaac H. Dunaway, George O. Crawford, William White, Horace Day and J. B. Campbell.

Roby, Ind.—The American Maize Products Co. has succeeded the Western Glucose Co. in the operation of the new plant acquired by the Royal Baking Powder Co. F. J. Bosselly is pres. and D. B. Scully is vice pres. and gen. mgr.

Clarks Hill, Ind.—Abel Grove of Frankfort has traded a stock of goods at Radnor as part payment for the eltr. of I. L. Storms & Co. on the Big Four. For the present Charles Youart, who has been in the employ of Mr. Storms, will have charge of the business.

Wanatah, Ind.—F. P. McFadden, operating an eltr. at Plymouth, Ind., conceived the idea that he might do a scoop shovel business at La Crosse, Ind. He went among the farmers and had no trouble making them believe they were not getting enough money for their corn at the eltr. and succeeded in buying some corn and started loading. After getting five cars on track and seeing the quality of the corn he made up his mind he did not want it, so refused to pay the farmers for it and made himself scarce. The farmers have turned the corn over to another party.—S. D. Bailey & Co.

#### IOWA.

Hull, Ia.—A farmers co-operative ass'n is being organized at this place.

Mt. Vernon, Ia.—Falcon & Nowson are operating the eltr. of the Northern Grain Co.

Allison, Ia.—O. Jacobs is the new manager of the Farmers Co-operative Eltr. Co.

Ottosen, Ia.—Anton Mitsven is the new manager for the Farmers Co-operative Ass'n.

Greene, Ia.—The Farmers Co-operative Ass'n has elected W. W. Hesalroad manager of its eltr.

Eagle Grove, Ia.—The Farmers Eltr. & Supply Co. has increased its capital stock to \$20,000.

Des Moines, Ia.—The Iowa Grain Dealers Ass'n will hold its annual meeting at this city July 14.

Swaledale, Ia.—I do not contemplate building an eltr. as stated in this column Mar. 25.—B. Carr.

Farmington, Ia.—W. T. Boyer has bot a site near the Rock Island and Kansas City track, and will build an eltr. at once.

Rutland, Ia.—Andy Montgomery, who has held a position in a lumber yard at Rolfe for several years, has bot an eltr. here.

Farragut, Ia.—The Nebraska-Iowa Grain Co. has just overhauled its eltr. and installed a 1,000-bu. Avery Automatic Scale.

Cedar Rapids, Ia.—The Jackson Grain Co. has let the contract to Chas. E. Newell, to overhaul and equip its eltr. for an up-to-date cleaning house and shelling plant.

Downey, Ia.—The D. Rothschild Grain Co. has a new 25,000-bu. cribbed eltr. here equipped with sheller, cleaner and 25-h. p. gasoline engine.

Dunbar, Ia.—The Farmers Eltr. Co. which recently bot the eltr. of the Dunbar Grain & Stock Co., has now bot the eltr. of the Neola Eltr. Co.

Scranton, Ia.—John Osborne has sold his eltr. to the Farmers Eltr. Co., which



has employed Ed. Marchant as manager at a salary of \$100 a month.

Botna, Ia.—The Nebraska-Iowa Grain Co. has bot the 10,000-bu. eltr. of A. P. Rorabaugh on the Great Western. It will also handle livestock, coal and implements.

Goldfield, Ia.—A farmers co-operative eltr. company is being organized at this place. The new organization has closed a deal for the buildings of the Northern Grain Co.

Orange City, Ia.—Geo. C. Olerich has sold his eltr. to the Farmers Mutual Co-operative Ass'n, incorporated. J. Roghair, pres.; A. Heemstra, treas., and J. A. Mauw, sec'y.

Lone Tree, Ia.—D. M. Riggs has let the contract for the erection of an eltr. Work is to be started as soon as the material is on the ground, the foundation was put in last fall.

Des Moines, Ia.—Capt. M. T. Russell, who was identified with the grain trade here and at Mitchellville for a number of years, is now at Oakland, Calif., where he has recently undergone a serious surgical operation.

Maurice, Ia.—A farmers co-operative organization is being organized here, with a capital stock of \$20,000. Directors: John Linnan, John Emery, Henry Vande Braak, Henry Peurse, Gerrit Brink, Gerrit Van Horssen and Peter De Jong.

Gladbrook, Ia.—The cribbed eltr. that is being built here for W. G. Schnecko-lth will have a cement foundation, a 15-h. p. gasoline engine, rope drive, cleaner, automatic scale, two stands of eltrs., and boot pan to keep water out.

Whiting, Ia.—The eltr. of F. E. Smith, which was struck by lightning and burned, will be rebuilt; and Mr. Smith says he will again insure with the Grain Shippers Mutual Fire Ins. Ass'n, which sent him a draft for \$9,700 in prompt settlement.

Des Moines, Ia.—Governor Cummins has issued a proclamation asking merchants and farmers to aid the National Corn Exposition to be held at Omaha in December, and has appointed P. G. Holden to head a common commission to install an exhibit.

Winfield, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$10,000. O. E. Wilson, pres.; John Gladd, vice pres. and J. W. Canby, sec'y and treas. The company will commence business about June 1. The new company has bot the eltr. of James A. Carden, as stated in this column Mar. 25.

Albion, Ia.—The eltr. formerly operated by J. L. Ingledue, Jr., and owned by The Cement, Grain & Lumber Co., who sold it recently to Samuel J. Burroughs, was burned Apr. 3, together with its contents. Loss, from \$3,000 to \$3,500; insurance, \$2,000. The eltr. contained between 800 and 900 bus. of oats and a quantity of binding twine and other supplies. Two gasoline engines, feed grinders.

## KANSAS.

Oneida, Kan.—Samuelson & Co. have sold their eltr.

Coldwater, Kan.—The farmers met Apr. 10 to receive bids on an eltr.—C. A. Lowe.

New Salem, Kan.—I have bought out the firm of Stevens & Coffey.—W. R. Coffey.

Narka, Kan.—Gasoline power will soon

displace steam in the Wright-Leet Grain Co.'s eltr. here.

Burlingame, Kan.—J. H. Newman is interested in the erection of a farmers eltr. at this place.

Waverly, Kan.—Fire was discovered in the engine room of the Star Grain & Lumber Co.'s eltr. Apr. 1, and put out with small loss.

Wichita, Kan.—The eltr. of Miltner & Co. was burned Feb. 25. Loss, \$700. The house was built in 1876 and soon was to have been razed.

McPherson, Kan.—David H. Grant on Mar. 30 was appointed receiver of the Parker Grain Co. Liabilities in excess of \$100,000; assets \$75,000.

Kinsley, Kan.—It is rumored that the Kansas Grain Co. will enlarge the capacity of its local eltr. to 10,000 bus. and make other improvements.

Wichita, Kan.—The Home Grain Co., of Minneapolis, Minn., has had the property of the Kansas Grain & Flour Co. attached on a claim for \$346.

Alexander, Kan.—The Alexander Lumber Co. has bot a grain eltr. at McCracken and has moved it to this place. This makes three large eltrs. at this place.

Argonia, Kan.—The Hunter Milling Co., of Wellington, will erect an eltr. at this place and one at Mayfield. Both eltrs. will have a capacity of 7,000 bus.

Newton, Kan.—B. Warkentin, the well known miller, was accidentally shot in Syria by a native who was traveling in an adjoining compartment of the train.

Elsmore, Kan.—W. D. Cox & Son have filed a new suit against the M., K. & T. R. R. to recover \$657 damages for failure to supply cars for the shipment of grain.

Topeka, Kan.—The enforcement of the new distance tariff of the state railroad commission was enjoined by Judge Pollock, who has set Apr. 14 as the date for a hearing on the injunction.

Leavenworth, Kan.—George Legler, who established the flour and feed business that is now owned by E. G. Rothenberger, has secured a site and will erect an eltr. with a capacity of 30,000 bus.

Burlington, Kan.—Gibbon & Reid, who just completed their small eltr. and feed mill, will add an alfalfa mill to their eltr. The mill will cost about \$15,000 and requires a 25-h.p. gasoline engine to operate it.

Potter, Kan.—The Farmers Eltr. Co. incorporated, capital stock \$5,000. J. E. Pennington, pres.; L. M. Jewell, sec'y and John Heim, treas. The company will erect an eltr. with a capacity of from 15,000 to 20,000 bus.

Effingham, Kan.—The concern known as the Farmers Terminal Grain Co. of Kansas City, Kan., has brot suit to recover \$20 of G. W. Hendrickson and U. B. Sharpless, who deny that they owe the company any money.

Topeka, Kan.—Governor Hoch has appointed a committee to promote the interests of Kansas at the Omaha Corn Exposition in December, under the direction of Professor A. M. Ten Eyck of the Kansas Agri. College.

Phillipsburg, Kan.—The eltr. and coal sheds of the State Eltrs. were burned Feb. 25. The eltr. was owned by J. Rosenbaum Grain Co., of Chicago. It was unoccupied and the cause of the fire is unknown.—McIlvain Grain & Coal Co.

Minneapolis, Kan.—The Farmers Eltr. Co. held a meeting recently to reorganize and elect officers. The capital stock was

increased to \$16,000. Hugh McKee, pres.; Forest Galpin, vice pres.; Fred Goddard, sec'y. The company will build an alfalfa mill to be completed June 1.

Osage City, Kan.—The farmers have organized a Farmers Co-operative Eltr. Co., capital stock \$4,000; W. H. Quillen and Jos. Scotta committee to arrange to buy or build an eltr. If the company builds an eltr. it will have a capacity of 10,000 bus. and will be located on the Santa Fe tracks.

Milford, Kan.—C. Downing, of Clay Center, has bot the mill and eltr. property which was sold under foreclosure. The mill has a capacity of 125 bbls. and well equipped with machinery. Mr. Downing will put in electric lights and otherwise improve the plant and will be ready for business in about 30 days.

Talmage, Kan.—The Farmers Co-operative Grain & Live Stock Co., which was recently organized, will build a 25,000-bu. eltr. to be equipped with double receiving separator, 1,000-bu. Richardson Automatic Scale, wagon scale and 12-h.p. gasoline engine. G. F. McCurley has the contract and will begin work at once.

Wichita, Kan.—J. S. McCauley, sec'y of the Board of Trade, has made a report showing that during 1907 there was unloaded into mills and eltrs. at Wichita 4,681,550 bus. of wheat, not including track grain reconsigned, which would show a big increase over the preceding year.

Meade, Kan.—The Meade Grain Co. has let the contract to the P. H. Pelkey Construction Co. for the erection of an eltr. with a capacity of 25,000 bus. The building will be 32x36 ft. and 48 ft. high, equipped with up-to-date machinery and automatic scales. It will be a feed mill and eltr. combined and is to be completed by June 1.

Hutchinson, Kan.—The annual meeting of the farmers' eltr. agitators is to be held at this city Apr. 15. Very little has been heard of this alliance during the past year, and it is not known how large a number can be induced to attend. To swell the crowd the officers in their call invite delegates from farmers organizations in no way identified with the Peckham outfit.

New members who have joined the Kansas Grain Dealers Ass'n since Jan. 1 are the following: W. F. Hinnerman, Brookville; J. L. Wilkins, Bigelow; F. A. Derby, Sabetha; J. F. Lukert, Sabetha; Thos. Lockhart, Niles; Gifford Bros., Jamestown; A. W. Schenberger, Michigan Valley; Western Gr. Co., Wichita; J. L. Frederick & Co., St. Joseph, Mo.; Furke Gr. Co., St. Joseph, Mo.; Ramier & Meir, Herkimer; J. H. Dougan, Rock Creek; The Lyons Milling Co., Lyons; Logan & Lewis, Pawnee Rock; F. G. Olson Grain Co., Wichita; Ind. Gr. & Commission Co., Wichita; M. P. Shaak, Sterling; Dodge City Mill & Eltr. Co., Dodge City; Farmers Gr. Fuel & Live Stock Co., Alden; The Langdon Ind. Gr. Co., Langdon; The Farmers Gr. L. S. & Supply Co., Langdon; Woodside-Smith Gr. Co., Wichita; Martin Bros., Dodge City; J. H. Klassen, Hillsboro, Kans.; Norris & Co., Wichita; Union Gr. & Commission Co., Wichita; O. K. Grain Co., Viola, Kans.

Topeka, Kan.—The Union Pacific has brot suit against the state railroad commissioners to test the power of the state to order side tracks put in. On Mar. 2, 1908, the commissioners ordered the road to build a switch, spur or side track with-

in 60 days to the eltr. of the Culver Grain & Live Stock Ass'n at Culver, Kan., to permit the loading of cars from the eltr. spout, with room for five cars beyond the spout. In its bill of complaint the Union Pacific alleges that chapter 351 of the session laws of 1905, effective March 23, 1905, is in conflict with the fourteenth amendment of the constitution of the United States, as it authorizes the taking away of private property without due process of law. Furthermore, its penalties are so drastic that no railroad can invoke the jurisdiction of any court to test its validity except at the risk of confiscation of its property. Thus the measure denies the railroad the equal protection of the law, which is also in violation of the fourteenth amendment.

### KENTUCKY.

Fulton, Ky.—Two warehouses of H. Heath near this place were burned recently, together with 2,000 bus. of wheat.

#### OUR LEXINGTON LETTER.

The two large eltrs. here are owned by Logan Bros. & Haggin and Byrnes & Lewis. These have a combined storage capacity of about 275,000 bus.

Business has not been as active as usual in Lexington on account of the open winter, high prices of grain, the panic and the low prices of thoroughbreds.

Lexington has an inspector of grain, but no one has heard of him for a long while. He isn't much needed and therefore the position is not a prominent one.

Considerable wheat was sown around Lexington by the farmers in the fall and it looks as good as it possibly could under the best of conditions. Most of the mills in this section of the country use native wheat.

W. H. Henderson, a local dealer is suffering from the prosperity of Lexington, for the handsome new Union depot was built right next to his eltr. and cut off his trackage. He is consoling himself now by making cob pipes, an industry which takes quite a number of men and machines.

The Blue Grass Com'n Co. which owns considerable property near the R. R. right of way and has a large warehouse now for handling grain is contemplating extensive improvements which will include a new 50,000 bus. modern elevator. It will be 50 x 48 ft. either of concrete or steel. The elevator will be built to be operated in connection with the warehouse.

Central Kentucky has a grain ass'n called the Central Ky. Grain Dealers Ass'n. Grain dealers prominent here are officers of the assn. among them being David C. Frost vice-pres., and A. B. Bleidt, Sec'y-Treas. During the busy season this ass'n meets about every two weeks to discuss questions important to the trade. The Ass'n has a good deal of trouble with the millers who creep into their line of trade. The Ass'n has the subject of freight rates up with the State R. R. Commissioners and it hopes soon to get a better show at business outside of Lexington.

Legislation may cripple the feed and grain business of Lexington severely, for a law prohibiting horse racing would be very detrimental to the dealers who send large quantities of grain to breeders of fine race horses. This city is situated in the heart of the famous blue grass country and is commonly known as the horse paradise of the world. Therefore as long as from 400 to 1000 horses are bred on

one farm this will always be an important local point for consumption of grain. Prohibitive freight rates make it impossible for the dealers here to do a receiving and shipping business.

### OUR LOUISVILLE LETTER.

It is understood that a new eltr. will be built across the river by John Macdonald & Co.

In spite of the slow demand for grain in the South on account of high prices, panic and plenty of provender for the stock to eat the grain men of Louisville are awake and active for they believe that after the nominations for president are made the country will settle down to its regular business gait again.

The improvements that are taking place demonstrate what Louisville grain dealers think about the future prospects for business. They are a peaceable lot and get along well together, each man working first for his own interest, but secondarily, for the best interests of the grain trade. Many of them are enthusiastic association men.

One of the banes of the grain dealer in Kentucky is the prohibition movement which is restricting sales to a very measurable degree. Also the high price of grain has curtailed the distilling of whisky for you can buy last year's whisky cheaper now than the distillers can make it at present prices of corn. Ninety out of 114 counties in Kentucky are for prohibition.

Callahan & Son have just started to erect a steel and brick eltr. on the foundation of the one which burned some time ago. It is the aim of the builders to make this one absolutely fireproof. When the working house burned it left the large steel storage tanks standing so it will be necessary only to build another to take its place. The company does not expect to have a stick of wood in it as long as your arm. It will put in the building two registering beam 1500-bu. hopper scales, and steel cleaning machinery. It aims to make it the fastest house south of the Ohio. Since its elevator burned the firm has practically been out of the grain business, so far as shipping and receiving is concerned but when the eltr. is finished it will be after the business as usual. The Macdonald Engineering Co. is doing the engineering and construction work.

It is probable that some important changes will be made here that mean a great deal to this market. One of the most important things that has happened so far as the grain business is concerned is the building of the 25,000 bus. Hess Drier by the Kentucky Public Eltr. Co. as was noted in these columns some time ago. This drier is now completed and is ready for hot corn that may come the way of this market. But this is not all this company has in mind. It has a large eltr. well equipped with a storage capacity of 500,000 bus. but that is not enough. So it is known the company contemplates erecting on its lots adjacent to the eltr. 24 storage tanks with a combined storage capacity of 380,000 bus. It will put in some modern appliances for cleaning grain and otherwise make this very important gateway better equipped for handling the increasing shipments of grain that seem to be coming this way. The dealers who patronize this public eltr. preserve the identity of their grain, that is any grain shipped to each dealer is put in said dealers bins. This eltr. will handle 175 cars of grain in and out per day.

### LOUISIANA.

New Orleans, La.—Frank Delery, a prominent rice broker on the Board of Trade, died at his home in this city Mar. 24, at the age of 57 years. He leaves a widow and eight children. One son, P. H. Delery, is connected with the Orange Rice Mill of this city.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Apr. 1 amounted to 4,665,696 bus. of wheat, 3,631,868 bus. of corn, no oats and no barley, compared with 3,952,766 bus. of wheat, 6,526,508 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley from Sept. 1 to Apr. 1 a year ago, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

### MARYLAND.

Baltimore, Md.—A bill establishing a state grain inspection department in Maryland, with numerous salaried inspectors, was introduced recently in the legislature by J. P. Roe, who, when he afterwards visited the Chamber of Commerce, was enlightened on the objections to such legislation and then said he had only introduced the bill by request. A vigorous campaign against the measure was at once begun by the grain men of this city; and Charles England, pres. of the Chamber of Commerce, in a published and lengthy analysis of its provisions, demonstrated its utter absurdity. Mr. England, Blanchard Randall, Louis Muller, John M. Dennis, Chas. P. Blackburn, Hiram G. Dudley, Wm. M. Knight, P. W. Pitt, J. C. Vincent and P. G. Edelen went as a delegation to the hearing by the committee on inspection and succeeded in having the bill killed.

### MICHIGAN.

Lansing, Mich.—The Michigan Railroad Commission will soon consider the drafting of reciprocal demurrage rules.

Niles, Mich.—The Niles Grain Co. has installed elevating equipment in the freight house of the Michigan Central. It has a capacity of 15,000 bus.

Grass Lake, Mich.—The Grass Lake Eltr. Co., incorporated, capital stock \$5,100; incorporators, Miar E. McLaughlin, Herbert H. Dewey and Russell E. Ward.

White Cloud, Mich.—The recently organized Farmers Co-operative Ass'n will build a large warehouse where potatoes, grain and other farm products may be stored.

Beaverton, Mich.—Jacob Schwartz, of Saginaw, has bot the greater part of the bankrupt holdings of Ross Bros., of this place, including the eltr., mill, dam and flowing rights, electric light plant and water works.

Detroit, Mich.—Charles Rickel, the well known maltster, died at his home in this city Mar. 12, from tuberculosis, at the age of 42 years. He was connected with H. W. Rickel & Co., a malting firm founded by his father. At the time of his death he was pres. and superintendent of the firm.

Detroit, Mich.—The Supreme Court has decided in the case of the Commercial Milling Co. of this city, that the stipulations on the back of a telegraf blank denying responsibility for errors, delay or loss are of no force or effect, and has given the milling company judgment for \$960, against the Western Union Telegraph Co.

Detroit, Mich.—The Board of Trade has recently obtained concessions for



grain shippers from the Grand Trunk Ry., which has agreed to open all its branches for the reconsignment of shipments, and to waive the elevating charge that has also long been a bone of contention. The one exception, so far as throwing its system open to the shippers here, is the Detroit & Toledo Shore line. This line is now under consideration and the Board of Trade expects to receive similar concessions over that road. The Shore line is owned jointly by the Grand Trunk and the Clover Leaf. The effect of the concessions made is to open entirely new territory to the Detroit shippers. Heretofore Port Huron was a sort of a clearing place for grain consignments, but Detroiters will now be able to handle Grand Trunk shipments into Detroit from all sections.

Detroit, Mich.—The new agreement issued by the Michigan Car Demurrage Bureau contains a clause in which the shipper agrees that a claim for credit in order to be considered, must be filed before the fifth of the month. This has reference both to cars unloaded and reloaded and to bunching of cars in transit. Shippers claim that after the fifth of the month there can be no redress in case of error in their statements to the ass'n. Shippers also complain that in unloading a car, one hour over a day is counted as a second full day, while when it comes to crediting the shipper, no day but one of 24 hours is counted. Many shippers go so far as to claim that the agreement is in direct violation of the Hepburn law, in that it grants what is practically a rebate to those who sign the contract. The agreement provides that if a car is unloaded in less than the time after which a demurrage penalty is exacted, credit for the time saved will be granted the shipper. Shippers who refuse to sign the agreement receive no such credit, though they claim that they are entitled to it under section 2 of the Hepburn act, which provides a penalty in case any common carrier shall directly or indirectly, "by special rate, rebate, drawback, or other device, charge, demand, collect or receive from any person or persons a greater or less compensation" than the published rate.

## MINNESOTA.

Duluth, Minn.—Revised rules were adopted Mar. 29 by the Duluth Board of Trade.

Garvin, Minn.—H. E. Regnier is the new manager of the Garvin Independent Eltr. Co.

Parkers Prairie, Minn.—I am not in the grain business at present.—Math Kraemer.

Lake City, Minn.—Hiram Center, at one time a grain buyer, died recently, aged 86 years.

Lake Wilson, Minn.—Claire N. Wise has been chosen manager of the Farmers Co-operative Ass'n.

Dalton, Minn.—The farmers have let the contract to L. O. Hickok & Son for the erection of an eltr.

Stephen, Minn.—The Burchard-Hulbert Land Co. is installing an eltr. system in its large granary.

Slayton, Minn.—The Benson Grain Co. has had its eltr. remodeled and raised several feet and otherwise improved.

Delft, R. F. D. Windom, Minn.—R. E. Benson now has charge of the eltr. of the Skewis Grain Co.—W. B. Martin.

Ashty, Minn.—A farmers stock company has been organized here, and will

buy the eltr. of the Exchange Grain Co.

Burr, Minn.—The eltr. of the Burr Farmers Eltr. & Supply Co. has just been completed by the Younglove Construction Co.

Morgan, Minn.—The eltr. of the Western Eltr. Co. was burned Mar. 26, together with 6,000 bus. of wheat and a large quantity of flaxseed.

Ellsworth, Minn.—Ed. Fogarty, manager of the J. P. Coffey eltr. slipped and fell recently, suffering a compound fracture of his right leg just above the ankle.

Red Wing, Minn.—Ellwood Roberts has brot suit against N. K. Simmons to recover \$3,500 which he invested in the Red Wing Linseed Oil Co. three weeks before the concern became bankrupt.

Minnesota farmers are warned by Professor Boss of the state college against sowing seed oats grown in Montana, as on account of the climatic differences the western grain is not likely to do as well.

Eden Valley, Minn.—The Eden Valley Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, Thomas Coulter, pres.; Joseph Westrup, vice pres.; J. Y. Winings, sec'y, Michael Foley, treas. and others. The company will erect an eltr.

St. Paul, Minn.—Fifty former customers of the Wisconsin Stock & Grain Co. have filed interpositions in the suit by Wm. J. Haggerty to have the concern declared bankrupt. Receiver Ashley Coffman has collected about \$40,000 to be distributed among the creditors, whose claims range from a few dollars to \$14,000.

Thief River Falls, Minn.—The district court has decided in favor of the Red Lake Falls Milling Co. in the suit by the city to have the grain eltr. removed. The house will remain where the milling company placed it, the city ordinance applying only to the erection of frame structures and not to those moved into the fire limits.

St. Paul, Minn.—Attorneys for all the Minnesota railroads held a conference at this city Apr. 1 to consider the rate controversy with the state authorities. Attorney General Young said that unless immediate action could be secured on the rehearing petition, the state would ask to have the injunction suit taken up again, without waiting for the supreme court.

## OUR MINNEAPOLIS LETTER.

The Chamber of Commerce has begun posting the grain quotations of the Buenos Aires Exchange.

The banks in Minneapolis has reduced the rate of interest to 6% and if the security is gilt edge, the rate is even lower.

John Ettinger has brot suit against the Van Dusen-Harrington Co. to recover \$5,000 damages for personal injury while employed in an eltr. He lost a thumb.

Frank Hogan failed to appear for trial Apr. 7 in connection with the grain fraud for which Edward S. Vaughan was convicted. It is believed his bond will be forfeited.

The suit by C. E. Burgess for slander, against Thomas N. Taylor, is being heard at Devils Lake, N. D. It is alleged Taylor's statements prevented Burgess from obtaining membership in the Chamber of Commerce.

A wallet containing a number of valuables, stolen from Geo. Harper, grain

## Pure Owl Brand Cottonseed Meal

41 per cent Protein Guaranteed  
Analysis Registered

Richest Cattle Food yet known.

Write for our booklet and prices.

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## Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Lined Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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255 La Salle Street, CHICAGO, ILL.

## Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 in. and contains 160 pages of lined ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 385. PRICE, \$1.50.

## GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

merchant, over 12 years ago was found by the police recently and returned to Mr. Harper. It was found under a water trough.

A committee of maltsters from Chicago, have recently called upon the barley men in Minneapolis with a view of ascertaining the general attitude of the barley merchants here in relation to the prohibition question.

The barley market is very sensitive. Receipts are very light and an order for 10,000 bus. puts the price up two cents a bu. There is no general demand for barley, but under such conditions it is plain to see what would happen in case a general demand would make an appearance.

The base ball sports of the Chicago Board of Trade have communicated with the boys in Minneapolis in relation to having another game this summer. The boys on the floor have taken up the proposition with considerable enthusiasm and are at the present time organizing a base ball club which is to meet the Chicago Board of Trade club.

The Anti-bucket shop laws are not entirely effective as it appears there are a number of ways they can do business in Minneapolis unmolested. J. E. Wells & Co. have moved into larger offices and a new concern has opened up, opposite the chamber of commerce, with correspondents in Cincinnati. Both offices are posting Minneapolis and Chicago continuous quotations.

## MISSOURI.

Kansas City, Mo.—E. A. Crane, cashier of the Hall-Baker Grain Co., died at his home in this city Mar. 22, at the age of 51 years. He is survived by a widow and son.

Columbia, Mo.—J. W. Schwabe and Geo. Crist have bot the old grain eltr. owned by Hertzler Bros. The building will be torn down and Hertzler Bros. will build on the lot.

Kansas City, Mo.—Lev Fowler has brot suit against his brother Harry J. Fowler for an accounting of the partnership formerly conducted as the Fowler Commission Co. He has brot a separate suit for \$3,437.

Mexico, Mo.—The Pollock Mill & Eltr. Co. has started its new eltr. as a cleaning house for shippers north and west, under the new stop-over privileges. The company is operating two shellers of 1,200 bus. capacity per hour almost constantly, shelling in transit.

St. Louis, Mo.—The last of an issue of \$150,000 bonds was canceled Apr. 1 when Sec'y Morgan sent out checks for \$13,500, to repay a loan made 10 years ago for the purchase and improvement of the Exchange bldg., which has cost about \$900,000 in all and has been a very profitable investment.

Kansas City, Mo.—Judge Smith McPherson on Mar. 31 decided that the federal court has full jurisdiction over both the maximum freight rate law and the 2-cent passenger fare lawsuits in Missouri. This takes out of the state the injunction suit by the railroads to restrain the enforcement of the law. Another blow to the state was the denial by the state supreme court Apr. 2 of Atty-Gen. Hadley's motion for the appointment of a commissioner to take testimony in his ouster suit against the Missouri Pacific, Wabash and Iron Mountain railroads, the Pacific Express Company, Rich Hill Coal and Mining

Co. and the Kansas and Missouri Eltr. Co. for alleged violations of the state anti-trust laws. The case is set for argument at the April term.

St. Louis, Mo.—After the conference of eastern and southeastern roads at this city Apr. 1, D. T. McCabe who presided said: "We made progress today. It is our desire to eliminate all the arbitrariness on grain and grain products shipped from St. Louis to points east and southeast. We propose to realize this object as soon as possible, and without any than enforced delay. The plan will be carried out soon. It is our aim to keep St. Louis on the map, and our conference was to that purpose." But the Rock Island, Missouri Pacific and Frisco systems have given notice that they will cease to absorb the arbitrary on grain from points west.

## ST. LOUIS LETTER.

The Merchants Exchange weighing dept. has withdrawn their supervision in the Mound City Eltr., St. Louis, except on special request.

The W. R. Hall Grain Co. will retire from business on May 1. Mr. Hall has connected himself with one of the large mercantile houses on Washington avenue.

Very few complaints are coming in to the weighing bureau, altho quite a number of cars continue to come in unsealed. Shippers are cautioned about having both side and end doors sealed.

Prospects are that the Montgomery Eltr. B will not be rebuilt. This was the only house located on Southeastern Ry. tracks and it is rumored other southern lines are talking of putting up some transfer houses.

Some samples of yellow and white corn from Yucatan, Mexico, were shown on the floor a few days ago and the quality was decidedly better than any you can find in various western markets. It is claimed it all runs uniform and it has the appearance of being choice seed corn.

At a special election held Friday, April 3, an amendment to the rules was passed whereby No. 3 white oats are deliverable on contract. Heretofore only No. 2 mixed oats could be delivered but now same can only be delivered at one cent discount. In the course of a year 3 white oats are invariably at from one to two cents premium over mixed. A resolution was defeated to pass on various questions with a one-half vote instead of two-thirds as is the ruling custom now.

A petition signed by the large majority of the members of the Merchants Exchange was presented to the Board of Directors asking that a smoker be given in celebration of the payment of the bonded debt which we have been carrying since the building was purchased. Pres. Devoy and the Board approved of the idea and the following committee was appointed: Geo. F. Powell, chairman; Ben. H. Lang, Manley G. Richmond, Henry Greve, V. M. Jones and E. M. Flesh. Large doings will be forthcoming. —S. L.

## MONTANA.

Manhattan, Mont.—The Gallatin County Farmers Alliance will erect an eltr. at this place.

Collins, Mont.—A South Dakota capitalist will erect an eltr. here, says Harry Orr of this place, with a capacity of 20,000 bus., and facilities for grading and handling four cars a day.

## NEBRASKA.

Orleans, Neb.—We have succeeded the firm of J. B. Austin & Son.—Austin & Claypool.

Johnson, Neb.—George Coryell has succeeded the Urdike Grain Co., at this station.

Amherst, Neb.—Our eltr. at this place was sold to E. D. Gould.—Omaha Eltr. Co., Omaha.

Endicott, Neb.—We sold our eltr. at this place to Fairchild Bros.—Lincoln Grain Co., Lincoln, Neb.

Dakota City, Neb.—M. King has bot the eltr. of the Blenkiron Grain Co.—The Fields & Slaughter Co.

Buda, Neb.—I will build an eltr. at this place with a capacity of 20,000 bus. —E. D. Gould, Wolbach, Neb.

Lincoln dealers offices are scattered all over town, but they are longing and scheming to get under one roof.

Ellis, Neb.—The Ellis Farmers Grain & Live Stock Co. has started business with G. L. Pheasant as manager.

Aurora, Neb.—The farmers at this place are organizing a farmers eltr. company with a capital stock of \$10,000.

Red Willow, Neb.—Wm. Byfield owns the eltr. formerly operated by the Red Willow Grain Co.—W. H. Meyers, sec'y.

Omaha, Neb.—The Wilson Grain Co. of York has leased offices in the Brandeis Bldg. and will keep a representative here.

Walton, Neb.—The Walton Lumber & Grain Co. is operating the eltr. formerly operated by J. W. Knight.—Wilson & Son.

Omaha, Neb.—Floyd J. Campbell, formerly in the grain business here, is now at Portland, Ore., looking up timber claims.

Deshler, Neb.—The Wright-Leet Grain Co. has bot A. C. Bonawitz's 12,000-bu. eltr. on the Rock Island and taken possession.

Liberty, Neb.—The Liberty Grain Co., incorporated, capital stock \$10,000. W. S. Huntington, pres.; W. A. Stahl, treas.; and A. E. Martz, sec'y.

Stratton, Neb.—Harry Jones, of Minden, has succeeded Elmer Martin as manager of the Farmers eltr. The eltr. was formerly owned by O. M. Kellogg.

Loup City, Neb.—The eltrs. at this place and Schaupps Siding, Schaupps P. O., now belong to Farmers Eltr. Co.—Weekes Grain & Live Stock Co., Omaha, Neb.

Holbrook, Neb.—We have let the superintending of the building of our new 25,000-bu. eltr. to the P. H. Pelkey Construction Co.—Rankin Bros., of Cambridge.

Havelock, Nebr.—T. C. Davey formerly in the grain business at Stoddard has bot the Lincoln Grain Co.'s 10,000-bu. eltr. on the Burlington and has taken possession.

Lindsay, Neb.—The eltr., lumber yard and coal sheds of the Nye Schneider Fowler Co. were burned Apr. 4. Loss, \$50,000. The fire started in the engine room of the eltr.

Loup City, Neb.—Our eltr. at this place has been leased and as this arrangement is almost terminated we will resume the operation of the eltr. ourselves.—Omaha Eltr. Co., Omaha.

St. Libory, Neb.—Our eltr. at this place will be torn down and station closed, so far as our interest goes. The Omaha



The Standard Clutch Mfg. Co.  
Successors to  
**Standard Mfg. Co.**  
SIDNEY, OHIO

blown up. The public gallery has been closed, and the police are looking for the author of the black hand epistle.

Albany, N. Y.—Assemblyman O'Brian's anti-bucket-shop bill has been advanced by the assembly to final passage. The identical Cassidy bill is on the order for final passage in the senate.

New York, N. Y.—S. W. Thomas Co., incorporated, to deal in grain and produce; capital stock \$100,000; incorporators, Samuel W. Thomas, Julia M. Thomas, and Phillip W. Meyer, all of Brooklyn.

Buffalo, N. Y.—We are indebted to F. Howard Mason, sec'y, for a copy of the annual report of the Chamber of Commerce, including the statistics of trade and commerce of Buffalo for 1907. The report shows that the Western Elevating Ass'n handled during the year 44,500,000 bus. of grain, against 96,800,000 the year before, while the outside eltrs. handled 80,600,000 bus. in 1907, against 29,000,000 in 1906. Of Buffalo's total receipts of 132,438,000 bus. grain Duluth-Superior contributed 63,438,000 bus. The eltr. storage capacity of the port is 24,190,000 bus. in 28 houses. Junius S. Smith, lake weighmaster, weighed 92,051,758 bus. grain during the year from vessels, and found a shortage of 57,234 bus. and an average of 29,255, making 18 lbs. to the 1,000 bus. of wheat.

Buffalo, N. Y.—The Western Elevating Ass'n has announced a special storage rate for the summer of  $\frac{3}{8}$  cent per bu. for each 30 days, after the first 10 days. "The summer storage rate will terminate absolutely on Oct. 1 next, and all grain stored on this special rate remaining in store after that date will be subject to the regular storage charge of  $\frac{1}{4}$  cent per bu. for each ten days, or parts thereof, after that date, regardless of when it was received in store. Grain will be charged regular storage, unless application for the special rate is made to the sec'y by the consignee before the grain goes in store. No grain will be transferred to the special summer storage rate after it is in store, except that winter grain now in store may be placed in special summer storage rate, providing arrangement to that effect is made with the secretary before April 16, 1908."

#### BUFFALO LETTER.

The lake winter storage grain fleet is about all unloaded, after a successful season, only one vessel damaging its grain to any great extent.

The only eltr. change reported for the season is the retirement of George S. Gatchell from the management of the Dakota eltr. of the Buffalo Eltr. Co., a position he has held a long time. The eltr. is controlled by Edward Michael.

The Western Elevating Ass'n has 'not yet carried up the suit brot against it by the owners of grain lost or damaged by the fall of the Ontario elevator, decision having been made against the Ass'n, but it is still stated that such action will be taken.

The sales of wheat here of late have practically closed out everything but a little No. 1 and No. 2 northern, so that about all left is in millers' hands. Some that was lately sold for export is still here, as the storage charges are low enough to warrant it.

The stealing of grain and practically everything else from cars at East Buffalo has been a crying evil for a long time. The police catch the thieves, but the magistrates seldom punish them. Chairman Stevens of the State Utilities Com-

mission advocates more secure fastenings for the cars than the ordinary seals.

The car situation is of the best, all shipments making good time. Some are reported to be crossing the State with grain or flour in a single day. Still it is noted that the Pennsylvania Railroad is sending out orders to local agents to forward every empty box car, as they are getting scarce, which is a good indication that business is improving.

It is agreed that the prices of grain almost without exception are too high and it is plain that the trade is suffering on that account. While there is a pretty good movement of corn and oats through here it is hard to sell anything in much quantity, for the consumer is convinced that there is nothing in the business for him and is reducing his purchases as much as possible.

The Buffalo eltr. interests have an unexpected labor problem on hand. The eltr. house men, who are affiliated with the scoopers' union, have made a demand for a sharp advance in wages, this year of all years! The eltrs. met on the 3d and agreed to postpone action till after the Lake Carriers' Ass'n has made its terms with the scoopers. The move means that no advance will be paid.

The canal men are still unable to satisfy themselves as to the condition of the canal. There is no announcement of the completion of the repairs on the long level and until it is done there will be no boating, so the boatmen here have taken no grain yet and may not be ready to take any when boats arrive from the upper lakes. The boatmen have no confidence in the management of the canal, but they can do very little to remedy it.

The Western Elevating Ass'n has reformed the pool for the season and elected Henry D. Waters of the Export Eltr. pres., H. T. Kneeland, Jr., vice-pres. and P. G. Cook, sec'y and treas. Leonard Dodge, who had been president for some time, retired because he is now merely the manager of the Washburn-Crosby Eltr. which has another representative in the pool in the person of Manager F. F. Henry of the company's mill. The pool will be made up about as before, tho it is quite possible that the Kellogg eltrs. will come in. There is about 8,000,000 bu. capacity in the pool, which is about half of the whole. Most of the rest is made up of the railroad houses, which under the present laws cannot enter the pool, but they will come into the pool office for all accounting and will maintain rates. The eltr. pool makes the usual rate of a half cent for elevation and a quarter cent every ten days and keeps up the former bid for summer storage by cutting this rate in half where the grain remains a month. Considerable money was made in this way last season and the outlook is fine for even better returns this season, as grain is high and will not move fast and besides this rate is lower than at New York or Chicago.—J. C.

#### NEW ENGLAND.

Bristol, Conn.—Frank S. Kirk has installed a new 3-h. p. gasoline engine in his grain store.

Turnerville, Conn.—T. R. Prentice bot the grain store of H. A. Spaford, and took charge Apr. 1.

Manchester, Mass.—Charles S. Partridge, of the firm of Partridge Bros., grain merchants, shot himself in the head, while in a passenger car of a Boston &

Maine train. He was living when found, but died soon after.

Boston, Mass.—Berman & Feingold, dealers in hay, grain and trucking, have filed a voluntary petition in bankruptcy. Liabilities, \$15,941; assets, \$2,693.

#### NEW JERSEY.

Englewood, N. J.—Mr. Flecke has bot the grain and feed. business of G. W. Pape.

Paterson, N. J.—The large store of the Van Winkle Grain & Produce Co. was visited by fire Mar. 27. The entire second floor and part of the third floor was gutted. The damage was about \$5,000.

South Orange, N. J.—Kraus Mor retired from the grain and coal business Apr. 1 after having amassed a fortune of \$200,000. When he arrived as an emigrant at Castle Garden he could speak no English and kept no books during the 20 years he was in the grain business. He thoroughly understood, however, that grain must be sold for more than it cost. His remarkably vigorous memory enabled him to keep the run of his accounts, but he admits that he has been unable to collect about \$200, for the lack of books. His first employment in America was as a gardener; then he worked in a Connecticut factory, returning to South Orange to start in the wine business, which he quit after selling one barrel. His grain mill was burned last year, his wife died and his daughter was married, leaving him alone, but recently he sent a late fotograf to his aged mother in Hungary showing him in pugilistic attire to dispel the old lady's fears that his misfortunes were breaking him down. He will now enjoy a long rest.

#### NORTH DAKOTA.

Fairdale, N. D.—The Atlantic Eltr. Co. will rebuild its eltr. this spring.

Rugby, N. D.—The North Dakota Grain Co. will erect a large eltr. here this season.

Barney, N. D.—The Farmers Eltr. Co. has decided to buy the new eltr. of the Ceres Eltr. Co.

Webster, N. D.—The Empire Eltr. Co.'s eltr. was burned Mar. 22, together with 2,000 bus. of grain.

Oberon, N. D.—A small fire in the eltr. of the Powers Eltr. Co. Mar. 29, was put out with small loss.

Anamoose, N. D.—W. Anderson will succeed Mr. Abelen in charge of the eltr. of Schmidt & Gulack Eltr. Co.

Deisem, N. D.—W. D. Oliver, H. E. Sox and W. Pepper are interested in the organization of a new eltr. company.

Fessenden, N. D.—The farmers are interested in the organization of a farmers eltr. company here; capital stock \$7,000.

Grandin, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$50,000; incorporators, Jos. Sim, N. A. Colby and Jas. Bill.

Union, N. D.—The Imperial Eltr. Co. has reduced its eltr. force to one man. Perry Johnson will run the eltr. and lumber yard.

La Moure, N. D.—The Jim River Grain Co. incorporated, capital stock \$10,000; incorporators, John W. Muir, Herman W. Miller and Ernest Engle.

Leonard, N. D.—The Farmers Eltr. Co. is being organized at this place and will build an eltr. Directors: R. G. Piper, Lew Morgan, of Barrie, Tom Radcliffe



and J. A. Power of Helendale, John Rhodes of Watson, H. Leison and Geo. Elliott of this place.

Hunter, N. D.—Charlie Meyers has bot the eltr. at this place of Samuel McClure, and is tearing it down and hauling the lumber to his farm near Erie.

Bowden, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, C. A. Rogers, George Brynjulson, John Morrins and others.

Josephine, N. D.—The Farmers Eltr. & Fuel Co., incorporated, capital stock \$10,000; incorporators, Henry Hanson, John Cronk, James Duncan and others.

Moselle, N. D.—The eltr. of the Osborne, McMillan Eltr. Co. was burned Mar. 23, together with 4,000 bus. of grain. The fire started from the stove in the office.

Noonan, N. D.—Williams County Farmers Grain & Mercantile Co., incorporated, capital stock \$50,000; incorporators, E. A. Parker, H. J. Kotschevar, Hjalmar M. Johnson and others.

Maxbass, N. D.—The Maxbass Farmers Co-operative Eltr. Co., incorporated, capital stock \$50,000; incorporators, J. N. Endicott, of Westhope, Edson Brown, A. McCaslin and others of this place.

Oriska, N. D.—N. C. Welter, of the Monarch Eltr. Co. has resigned his position as agent, at this station, and Knute Westerhiem formerly with the same company at Tower City, has taken his place.

Spiritwood, N. D.—The eltr. of the Occident Eltr. Co. was burned Mar. 29 with 7,000 bus. of wheat, 1,400 bus. of oats, 900 bus. of barley and 300 bus. of flaxseed. Most of the wheat was saved. Loss, \$10,000; insured. It will be rebuilt.

Lynchburg, N. D.—We are going to put a new foundation under our eltr. and make a few other necessary repairs this summer. The Grain Dealers Journal gives lots of information that is good for the grain trade.—Jos. Heille, mgr. Farmers Eltr. Co.

Rogers, N. D.—The eltr. of the Osborne-McMillan Eltr. Co. was burned Mar. 26. The fire was discovered by agent Dan Mahoney, in the afternoon and put out by a fire extinguisher, but started up later. It was caused from a hot box in the pit. Very little grain was in store. It was insured.

Dunning Sta., Maxbass P. O., N. D.—The National Eltr. Co., and the Imperial Eltr. Co. have closed their eltrs. for the season. F. G. Lewis, agt., for the former company has gone to his home at Andover, S. D., and Peter Hexom, agt., for the latter has gone to Williston, N. D., to see about a claim he has contested near there.—B. C. Phipps, Maxbass.

Portland Junction, Mayville P. O., N. D.—The eltrs. of the Northwestern Eltr. Co., and the Federal Eltr. Co. were burned Mar. 22. The former eltr. contained about 5,000 bus. of wheat and the latter 100 bus. The latter house was only used when the other was full. Mr. Molquist, the agent of the Northwestern Eltr. Co. was not at home at the time of the fire. A movement is on foot to organize a stock company and build a farmers eltr. here.

## OHIO.

Convoy, O.—Neizer & Co. will erect a new eltr. on the site of the old one.

Prospect, O.—The mill of the National Milling Co. was burned Mar. 23. Loss, \$40,000. It contained about 20,000

bus. of wheat. J. D. Owens of Marion is pres., and John W. Jones, of Columbus, vice pres. The company will rebuild the mill at once.

Sandusky, O.—Reuben Turner, eltr. owner, at Avery, of the firm of R. Turner & Son, died at his home Mar. 26, from overexertion.

Columbus, O.—The state legislature has passed a joint resolution agreeing to expend a federal appropriation of \$25,000 for experiment in agriculture.

Casstown, O.—D. R. Kessler, of Greenville, will erect two large eltrs. one at this place and one at North Hampton, on the Springfield, Troy & Piqua Electric Railway.

Sycamore, O.—I have sold my eltr. and entire plant to Mesnard & Stuckey, who take immediate possession and will continue to handle grain for the Sneath-Cunningham Co., of Tiffin, O.—H. A. Myers.

Cincinnati, O.—Grain men of Cincinnati and Louisville held a conference Apr. 1 with representatives of the Louisville & Nashville, Norfolk & Western, Queen & Crescent and Chesapeake & Ohio roads, relative to grain rates to Virginia points. Discrimination is alleged in favor of lake cities.

Woodstock, O.—Farmers hereabouts who were selling their rotten corn to the scooper, Mr. Thomas are said to be having trouble obtaining money due them, and naturally are inquiring for his partners. The people who ruined the grain business at Irwin, Mechanicsburg and Cable last year commenced the same game here this winter, but rotten corn seems to have discouraged them.—Wes Hardman.

Kirkwood, O.—C. N. Adlard, of Piqua, and J. E. Wells, W. H. Persinger and E. T. Custerbender, of Sidney, have bot the eltr. of T. B. Marshall & Co. and will take possession Apr. 15. C. E. Harmony will have charge of the eltr. under the management of Mr. Custerbender. They will enlarge the eltr. and will put in a drier and clipper. Mr. Marshall, who retires from the business, will not engage in any other business for the present.

Columbus, O.—The Ohio Shippers Ass'n has elected the following officers at its annual meeting Mar. 25: W. S. Thomas, Springfield, pres.; J. W. McCord, Columbus, sec'y and treas.; B. H. Whitney, Toledo, succeeded R. J. West, and E. H. Herr, Dayton, succeeded John R. Flotron as vice presidents. New members of the executive committee are H. S. Grimes, of Portsmouth, who succeeds A. Simons, of Redfield; A. H. Huston, of Columbus, who takes the place of B. H. Whitney, of Toledo; L. Tragesser, of Akron, who succeeds C. S. Eddy; John R. Flotron, of Dayton, who takes the place of W. L. Wampler. The Ass'n now has over 5,000 members and gained 467 members last year.

Columbus, O.—Amended car service rules effective May 15 have been issued by the Ohio Railroad Commission, adding the following to Rule 16: When a consignee shall elect to work on a fixed standard of receipts, his business shall be rated as to daily capacity; and thereafter if cars consigned to such consignee arrive in excess of such rating, he shall be charged each day with one and one-half times his rated daily capacity, 48 hours being allowed for unloading each day's placing, actual and constructive. The rating shall be done by the railroad or railroads serving such consignee, who shall have the right to appeal to the railroad commission of Ohio in the event

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

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## GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

that the rating fixed by the railroad or railroads is deemed unreasonable. The rating of every consignee electing to operate under this rule shall be filed with the commission.

Piqua, O.—A meeting will be held here on Friday, May 1, by Ohio and Indiana shippers to discuss the grain rates. Certain places have an advantage in rates (one in particular) which is causing the shippers in these two states to realize less for their grain. I have received over a hundred different responses from shippers in Ohio and Indiana, saying they would try to attend the meeting. We have splendid railroad facilities at Piqua, East, West, North and South. In addition we have three traction lines. We also have a very large hotel which will accommodate everyone who can attend and I have made arrangements to hold our meeting at the Piqua Club which has just been completed, costing over \$50,000. Country shippers are invited to attend this meeting and there will be some very able speakers to give us a talk along the lines in question.—Harry W. Kress.

Cincinnati, O.—I have a curiosity to learn of what mean trick all of the Cincinnati dealers have done you, that you should allow such an article as the following, which was cut out of your recent issue indicates: "Cincinnati dealers have no reason for complaint, they are not complaining and don't expect to. All they ask is for the country dealers to send them their grain. They'll do the rest." The Cincinnati grain and hay dealers pride themselves on their fair dealing, and I am going to request you to retract this statement, or state that it was not intended to reflect unfavorably on any Cincinnati grain dealer.—Yours truly, Chas. S. Maguire.

We see no ground for anyone to complain of the paragraph quoted. It was written as the last part of the paragraph in the next column relating to conditions and beginning with "Receipts of grain." The paragraph even as it was published reflects on no one, never was intended to do so and cannot be so twisted as to mislead any normal mind.—Ed.

## OKLAHOMA

Helena, Okla.—We have closed our eltr. at Helena.—Farmers Co-operative Ass'n of Woods County.

Clinton, Okla.—L. W. Turner and others are interested in a new alfalfa mill that is being erected here.

Oklahoma City, Okla.—The Tri-State Appeal Board of the Oklahoma, Texas and Kansas Ass'ns met here Apr. 3.

Comanche, Okla.—The Comanche Grain & Eltr. Co. is remodeling its eltr. and equipping to handle corn in the ear.—C. A. Lowe.

Meno, Okla.—The Home Grain Co. is going to build at this place, and Becker & Johnson are receiving bids on an eltr.—C. A. Lowe.

Cashion, Okla.—Stevens Bros. sold out some time ago to Geo. Stevens, and last year he sold his eltr. to S. W. Hogan, who still owns it. I am out of the grain business at present.—Geo. Stevens.

Guthrie, Okla.—Governor Haskell has approved the bill prohibiting the sowing of Johnson grass. It is made a misdemeanor to sell grain or hay from Johnson grass land without informing the purchaser.

Broken Arrow, Okla.—Bower & Brown Eltr. Co., of this place, has erected eltrs.

at several points in Okla. The firm is a member of the Oklahoma Grain Dealers Ass'n and handles all kinds of grain, meal, chops and feed.

Hooker, Okla.—H. Pauls' grain office was burned to the ground Mar. 27. Mr. Pauls received quite a severe burn on the hand while trying to get some things out, but it was so hot that he could not save anything. He had \$240 in paper money and about \$1,800 in valuable papers, besides his clothing and scales burned. The total loss is about \$2,300, and no insurance.

## OREGON.

Portland, Ore.—The Oregon Railway & Navigation Co. on Mar. 25 made the defense that the statute of limitations barred the suits brot by Kerr, Gifford & Co., the Northwest Warehouse Co. and the Interior Warehouse Co., to recover damages for failure to furnish cars for grain shipments.

Portland, Ore.—The failure of a hop-buyer to comply with all the terms of a contract invalidates the instrument, according to a decision given Mar. 27 by Judge Galloway, in the suit by a grower to recover on a contract made by Paul R. G. Horst, hop buyer. It is alleged Horst had declined to advance the picking money.

## PENNSYLVANIA.

Frackville, Pa.—The eltr. of Haupt Bros. is about completed.

Philadelphia, Pa.—Charles M. Taylor's Sons have applied for membership in the Commercial Exchange.

Reading, Pa.—Preparations are being made for the erection of a building to be used for the grain and feed business to be started by Salem T. Yost. It will be three stories high. A large scale will be put in.

## PHILADELPHIA LETTER.

The members of the hay trade here are not very hot on the subject of having regular monthly hay crop reports furnished by the U. S. Government, and opinions are somewhat diverse as to the practicability and necessity of this official information.

During March 3,856,575 bushels of wheat were exported from here being 516,957 bus. more than for the same time in 1907. There has been a decrease in export corn of 3,582,353 bus.; high prices and poor condition having much to do with this result.

Captain W. E. Cheeseman for many years the official grain weigher here, surprised his friends on this occasion of his 77th birthday by weighing ten car loads of malt for a leading brewery, on the following morning. He appears to be as young and chipper as he used to be.

Since the strict orders of the President and Floor Committee of the Commercial Exchange to allow no one but regular members and those having tickets to come in on the grain floor during 'change hours, the membership has substantially increased and a number of new comers are on the anxious waiting bench.

W. P. Brazier of the Commercial Exchange, the funny man and sweet singer of this organization, was kept busy handing out "Argentine" souvenirs from the Grain Dealers Journal, which gave an illustrated account of Finley Barrell & Co.'s crop expert in a South American tour, Mr. Brazier representing in this city that well known house of Chicago.

The charter has just been granted at Harrisburg for a much needed Terminal Transfer Railroad. E. B. Colket, the pres., is enthusiastic on the outlook for the handling of freight between the three leading transportation companies that enter this city, and predicts the development of a large tonnage from the industrial plants and the grain trade along the line.

A new freight line from Philadelphia to the West India ports, starts service on April 10 and will fight New York for the Porto Rican trade, a full cargo being booked for San Juan, the Cuban terminal point, and it will be known as the Blue B. Line, the Fairmount avenue pier on the Delaware river front having been prepared for the landing of the vessels in this city. The ships will touch four of the leading West India ports, and the steamers to be chartered will cut a considerable figure in the combined efforts to bring back to this city its former Porto Rican trade, which was an extensive one. Col. E. H. Brelsford, a prominent member of the Commercial Exchange, is the freight traffic manager.—S. R. E.

## SOUTH DAKOTA.

Ethan, S. D.—A. H. Betts may improve his eltr.—J. L. Donohue.

Corsica, S. D.—S. Zylstra is manager of the eltr. of the Carlson Eltr. Co.

Armour, S. D.—O. A. Streater, a grain dealer, is a candidate for mayor.

Kaylor Sta., Scotland P. O., S. D.—M. King will erect an eltr. at this station.

Hurley, S. D.—Harry Pier has bot the eltr. at this place of Claude Thompson.

White Rock, S. D.—Albert Reinhardt will run the eltr. of his father Ed. Reinhardt.

Booge, S. D.—The Booge Eltr. Co. has decided to buy the eltr. of the Herrington Grain Co.

Webster, S. D.—The grain eltr. of the Empire Eltr. Co. was burned Mar. 21. Loss, \$10,000.

Riverside, S. D.—Albert Otterson has taken charge of the eltr. of the Riverside Farmers Eltr. Co.

Tyndall, S. D.—McCaull-Webster Eltr. Co., of Minneapolis, Minn., has bot the eltr. of the F. A. Morgan Lumber Co.

Hayti Sta., Castlewood P. O., S. D.—The Farmers Eltr. Co., has been organized. The company will erect an eltr.

Mitchell, S. D.—Mr. Ellsworth, of Kandiyohi, Minn., will move his family to this city, and will engage in the grain business.

White, S. D.—Denhart & Alguire are erecting a new eltr. with a capacity of 40,000 bus. Mr. Stone will superintend the work.

Faulton, S. D.—A. W. Phelps has resigned his position with the Atlas Eltr. Co. and will engage in real estate business in Iowa.

Big Stone, S. D.—The Ortonville Eltr. & Milling Co., of Ortonville, Minn., has bot the interest in the eltr. of Sanborn & Luff, of Charles Luff.

Volga, S. D.—The Atlas Eltr. Co. has closed all its eltrs. between Tracy, Minn., and Watertown, S. D., except at Canby, Minn.—H. B. Zeller, agt.

Mitchell, S. D.—Over \$6,000 has been raised to start the corn palace for 1908 and at a recent meeting of citizens it was decided to go ahead with plans to



make the corn palace opening the biggest event in the Northwest. A new board of directors was elected. The dates of the palace will be Sept. 28 to Oct. 3.

Armour, S. D.—The contract has been let for the erection of the Co-operative Farmers Eltr. It will have a capacity of 33,000 bus. C. H. Wald is pres.

Kidder, S. D.—The Kidder Eltr. Co., incorporated, capital stock \$50,000. Directors, E. L. Pitkin, J. P. Grant, J. Mulroney, Wm. Hartle, John Lee and P. Nelson, treas.

Britton, S. D.—The Farmers Co-operative Eltr. Co. recently incorporated, has bot the eltr. of J. F. Kelly. K. G. Quarve, pres.; Matt Wanken, vice pres.; Walton Thorpe, sec'y and Charles F. Ruh, treas.

Huron, S. D.—Townsend & White, of Howard, have bot the eltr. here of the Huron Milling Co. on the Great Northern tracks, for \$6,000. Mr. White will manage the eltr. at this point and will remove his family here.

Madison, S. D.—The Farmers Eltr. Co. has been organized, capital stock \$25,000; directors, M. E. Hart, pres.; M. C. Ohl, vice pres.; A. G. Schmidt, sec'y and C. W. Shirley, treas. The company will erect an eltr. with a capacity of 75,000 bus.

Hazel, S. D.—The Farmers Eltr. Co. has been organized and the following officers were elected, C. W. Keller, Wm. Shaw, John Robish, John Peck, Hans Stormo, George Parker and A. D. Peck. The company will erect an eltr. as soon as a site is bot.

Herrick, S. D.—The eltr. of Caspary & Simons has been closed, for the past two weeks undergoing extensive alterations, a double pit having been put in the place of a single one, and a large amount of extra spouting placed. John DeKay did the work.

Sioux Falls, S. D.—I have removed from Gayville to this place, where I am managing the office for the M. T. Shepherdson Co. I am still in the grain business and retain my eltr. at Gayville. I find the Grain Dealers Journal indispensable.—H. F. Shepherdson.

Lennox, S. D.—J. C. Weimer is buyer here for Dewald & Walter of Freeman, S. D. Jerry Von Bockern is not buying for the Duluth Eltr. Co., but for Sharnard Eltr. Co. of Bridgewater, here. Al Von Bockern is buying for the Duluth Eltr. Co. here and Harm Von Bockern is buying for the Atlas Eltr. Co. Three of the Von Bockern Bros. are buying grain on this market. Schoeneman Bros. have a lumber yard here but no eltr.—E. H. Symens, mgr. Schoeneman Bros.

## SOUTHEAST.

Bristol, Va.—The Union Grain & Seed Co., incorporated, capital stock \$50,000. Dr. A. J. Roller, pres., and general manager.

Atlanta, Ga.—The Southern Stock Food Co., incorporators, capital stock \$100,000; incorporators, W. A. Verdier, J. S. Fulton and R. A. Verdier.

Augusta, Ga.—The Barton-Price Co. has brot suit against Murphey & Co. for \$1,000 damages, alleging that the latter had attached a car of hay, which was their property to satisfy a claim against the Atlas Hay & Grain Co.

Savannah, Ga.—J. S. Collins & Son have succeeded Collins, Grayson & Co.,

fruit and grain dealers. W. L. Grayson retires to give his attention to his race for clerk of the Superior Court. William Collins has been admitted to the firm.

Jacksonville, Fla.—The Merchants Warehouse Co. will equip its warehouse on the St. Johns River with machinery for handling bulk grain and other freight in cargo lots. The company is incorporated with \$10,000 capital stock and is bonded for \$25,000. Its officers are Albert G. Bowie pres., Chas. W. Kinne, sec'y, and Jas. S. Easterby, mgr.

## TENNESSEE.

Sparta, Tenn.—The Doyle Mill & Eltr. Co., incorporated, capital stock \$10,000; incorporators, W. J. Hodges, J. A. Savage, S. L. Roper, B. Moore and F. C. Savage.

Nashville, Tenn.—The Capital Grain Co. has paid a fine of \$150 at Knoxville for alleged violation of the feed law and will have the feed returned and remixed to comply with the law.

Alexandria, Tenn.—J. O. Patton and James Talley have bot the Alexandria Roller Mill of R. B. Floyd and J. R. Compton, possession given June 1. Floyd & Compton will do a grain business in connection with their eltr., which they retained.

## OUR CHATTANOOGA LETTER.

It is estimated that 7,500 bus. of wheat, 3,000 bus. of corn and 2,000 bus. of oats are consumed in Chattanooga daily.

C. R. Baird & Co., in charge of Mgr. King, reports that last months business was ahead of that a year ago. Although Chattanooga is a manufacturing town and hundreds of men were laid off during the panic the business of his company did not suffer.

The grain dealer here is not so much worried about getting the grain in, grading, etc., but his trouble is with the man who buys it. He is often slow in paying his bills, kicks on weights and grades and generally makes the life of the dealer billowy.

Cook & Ballard is a new firm here succeeding J. H. McReynold and Cook & Belton. This firm does an exclusive brokerage business and represents some of the best manufacturers of grain products in this country. They handle grain for \$3 per car commission, getting most of it from houses which they represent at various terminal markets.

J. T. Thomasson who is using the old Union eltr. for a warehouse is one of the enterprising dealers of this city. He has been identified with the trade for a long time and is working hard to push Chattanooga to the front as a grain market. He expects to do considerable improving this fall on his premises which he would have done before this but has been held back by unavoidable circumstances.

Many of the grain dealers here have been in business for thirty or forty years and have become accustomed to handling everything by hand, or more strictly speaking by hands of the "niggers." You can get all the black help you desire for \$1.25 a day; they're here and have to be cared for consequently the older dealers have had no desire to make improvements for handling grain. Grain arrives by rail in bulk, by river in sacks. Bulk grain is switched to warehouse and a lot of "niggers" set to work sacking it with

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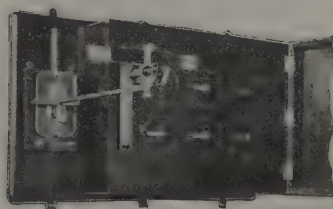
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of the condition of your grain at all points in storage bins.

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an ordinary scoop and weighing it on a small platform scale. Immense quantities of grain arrive here from up and down the Tennessee as illustrated in another column.

This market needs two things,—better railroad rates and modern methods for handling grain. In this entire city of 75,000 there is not an eltr. worthy of the name except at the mills. Chattanooga is a great consuming market, for the hundreds of negroes here eat lots of corn bread and the mules used for hauling merchandise, work at the coal mines and marble industries and many factories of major and minor importance are all voracious consumers of hay and grain.

The Manufacturers Ass'n here, an organization of allied business interests of the town, is trying hard to get tonnage transit privileges and it may succeed. For instance Nashville can ship a car of grain from that city to Cleveland, within 26 miles of Chattanooga for less money than the dealers here can ship it twenty miles. The rate from Cincinnati to Cleveland is 19c, while from Chattanooga to Cleveland it is from 14 to 19c. No wonder the grain dealers are remonstrating.

The S. Walker Grain Co. is one of the young firms in the city but Mr. Walker has a large warehouse on Carter street and is shaping his business so he will soon be an important factor in the city's grain business. He has purchased a piece of property on the Belt R. R. upon which he expects to build a large warehouse 300 x 130 ft. with facilities for handling grain in a modern way. He will probably install an elevator leg, and an automatic sacker and weigher. He will begin improvements about August.

Chattanooga has a Grain Comite in connection with its Chamber of Commerce to which all unsatisfactory weights and grading may be appealed. P. R. Wilhite, an old citizen and grain dealer has been Inspector for so long he has forgotten the time when he was first elected. He has been satisfactory to all concerned and during all the years he has served, the grain comite has never reversed a decision. Mr. Wilhite is an eminently fair and highly respected grain dealer of Chattanooga. He says he has never made any money out of the inspection sinecure and is willing to shift the mantle to some one else's shoulders at any time.

Country grain dealers rarely ship direct to Chattanooga. There is more than one reason for this. In the first place that *entente cordiale* between buyer and seller has never been cultivated. The country dealer has been taught that Southern dealers are "kickers." That they will turn down grain that is not up to their standard of what they believe it should be, regardless of what it was when it left the loading point. This is true. The Southern dealer insists on getting good grain. Another reason why more grain is not shipped direct South is because the Southern dealer refuses to pay a draft before the grain arrives. Suffice it to say he is getting away from this. He is learning who are responsible grain dealers in the North and West, the Northern dealer is learning who are responsible in the South and more and more the profit of the middleman is being eliminated. Nearly every Southern firm aspires to buy directly from shippers, so as to get virgin grain, unmixed in public eltrs., unadulterated and sweet.

Still another reason why grain is not shipped here in large quantities and when we say "here" we mean the South generally is because the dealers try to do business without the aid of the option markets. As long as there is a good demand for grain it can be sold at a profit much above that of the Western markets, but if the market is dull and an extra large number of shipments comes into the market the price is at once depreciated from 5 to 12c per bushel.

Near Chattanooga there is a large U. S. Army Cavalry camp. The Government therefore buys its grain from Chattanooga generally a year in advance. For instance each May it contracts for so much corn and hay or oats. The Journal representative talked to the firm which has had the contract to furnish corn and oats for the last year and found that in order to protect itself against any loss during the year, it is necessary to buy futures for protection. It will be seen at a glance that the Government by its own methods forces those who deal with it to speculate and yet it would inaugurate a law which would put the firm which furnishes the Cavalry grain, the firm essentially being the lowest bidder, in a position where there would be no means of protecting itself. In other words if any option bill is passed it will cost the Government hundreds of thousands of dollars more to feed its horses, for no firm will take the risk of selling grain a year in advance of its growth, just what the Government is seeking to prevent, at as low a rate as it would if protected by buying futures.

#### TRADE CONDITIONS AT KNOXVILLE.

By far the most important factor in the grain business here is the fight between the millers and grain dealers which is resulting in very low prices to consumers.

Considerable grain is transported up and down the Tennessee river. On March 26 the Jane Austin which makes trips regularly between Knoxville and Chattanooga unloaded here a cargo of 5,000 sacks of grain which was picked up in the interior of the state.

Very little grain is shipped out of Knoxville because the rates are prohibitive. The Knoxville Grain Dealers Ass'n, a local institution, has been trying a long time to get better rates and hopes eventually to secure rates that will put the city on a par with competing points.

The East Tenn. Feed Co. reports a splendid business during the past six months in spite of the panic which has more or less affected business. In connection with its feed business this company runs a stock yards and handles all of the stock coming into Knoxville as well as feeding that enroute on the Southern Ry.

The Security Warehouse & Elevator Co. is the name of a new company which is backed by J. Allen Smith. The future policy of the company has not been fully determined but it is expected that an eltr. may be built, something Knoxville needs badly, and the grain business pushed for all its worth.

This is an important grain consuming point for there are 75,000 people who compose the city of Knoxville besides thousands of consumers of grain in the territory adjacent to the city who work in the coal fields and marble quarries. The small farms in Eastern Tenn. are planted

with grain of all sorts but the farmers do not raise enough to feed their stock, and are always buyers instead of sellers.

Some of the dealers here enjoy what might be termed "wagon in transit" privileges. The railroads don't like each other, so the East Tenn. Feed Co. which is located on the Southern Ry. has its shipments on all other roads hauled free to its warehouse because the railroads refuse to interchange cars. The East Tenn. Feed Co. expects to install a feed mill this summer. It has not decided what kind.

The most important broker here and one who handles most of the business is Brown Proctor. The Hackney Feed Co., Lewis & Adcock and a young firm composed of two bright men known as the East Tennessee Feed Co. are the most important dealers. There is a war on now between the City Mills controlled by J. Allen Smith, and the wholesale grain dealers. It seems that the grain dealers also handle flour to which the mill objected. It therefore began to handle grain and has been slashing prices right and left so the grain dealers declare, until there is no money in handling grain.

Knoxville is not well equipped to handle a large grain business, yet thousands of bushels are consumed here every year. There are no eltrs. or modern facilities for handling grain. One or two brokers who represent Louisville and Cincinnati firms secure grain here for a few dealers with warehouses, who usually handle all kinds of produce in connection with grain. The brokers handle the grain for \$3.00 per car. There is no official weighing and inspection here for all of the grain is bot subject to weights and grades at point of origin. This has proved a satisfactory method for the buyers are very shrewd and insist upon getting what they bargain for. In case there is a dispute about grades the buyer thru the broker turns down the grain as he hardly ever pays for it until he sees it.

#### OUR MEMPHIS LETTER.

The methods of business practiced by members of the Merchants Exchange always will be open to investigation.—V. L. Rogers.

G. E. Patteson & Co. have so arranged their eltr. that they now have storage capacity for 100,000 bus. of grain at the Union eltr.

The Merchants Exchange has just installed new blackboards appropriately lettered upon which the Chicago market quotations are continually recorded.

E. W. Wyatt, who formerly handled merchandise in connection with his grain business, is now devoting his time, money and energy exclusively to the latter.

Business has been good with us. This firm has been in business 37 years and the facts are we have more business than we can take care of.—J. W. Fulghum, Shanks, Philips & Co.

Patton, Hartfield & Cook have opened an office in Jackson, Miss. L. P. Cook will have charge of the business here, while the other members of the firm will handle the Southern trade.

E. R. Gardner, who is supervising weigher and inspector here, has the confidence of every dealer, who speaks in highest terms of the man and his methods. Notwithstanding insinuations from time to time concerning Memphis weights



the members are ready at any time to show those who are interested that its weights are all right. This market as a whole is unalterably against Federal inspection of grain.

Clark A. Russell, Aid in Standardization, Dept. of Agri., Washington, D. C., a deputy of Mr. Shanahan, is here to make some investigations in behalf of his department. The government may open a branch office.

Lee D. Jones, broker, reports quite an active demand for grain, a great deal of which is being shipped in from Nebraska. The Illinois oats and corn are grading so poorly this season that very little of the grain is shipped to Memphis.

Wilhoite & Weisiger is a new firm with offices at the Merchants Eltr. Mr. Weisiger was connected for a long time with E. R. & D. C. Kolp as Memphis manager. When the branch office was discontinued here Mr. Weisiger started in business for himself.

R. B. Buchanan has started into business for himself on Main street and has worked up a large retail trade in grain. He is going to branch out as fast as his business justifies. Mr. Buchanan is well known among the trade as a reliable, hard working young man.

G. E. Patteson & Co. is the name of the company succeeding Patteson & Niswonger. Mr. Niswonger has gone to Omaha, where he is engaged in the grain brokerage business. The above firm has control of the Union Eltr., one of the public eltrs. of Memphis.

Business is 1/2 of what it was last year. There are several reasons for this, one being that the cotton seed meal was good this year and a great deal of it is being fed in the place of high priced grain. The railroads are giving Memphis better service than ever.—L. P. Cook.

Hazen & May is a new brokerage firm with offices in the Randolph building. Mr. Hazen has had several years' experience in the flour and meal business at which he has been very successful. He believes the same methods which have made his flour business a success will win out for him in the grain business.

Pease & Dwyer have just purchased an enormous warehouse. The building is 270x220 feet, has 70,000 sq. ft. of storage space and a capacity for several cars of grain. It is probable machinery will be installed in the warehouse before fall. The warehouse will be operated in connection with the store on Front street.

The majority here are in favor of federal inspection. The only people who oppose it are the managers of eltrs. and other grain syndicates who mix dirt and everything else in the oats they send out. No, I don't want federal supervision, I want federal inspection. I want to stop this d—d mixing of grain. I'm going to write to McCumber, and tell him so. What's his initials, anyway.—E. C. Buchanan.

The Memphis Grain & Hay Ass'n has a room at 14 No. Front St. at which its Sec'y John W. Gates may be found at any hour of the day. Mr. Gates is paid specifically to look after the interests of the grain dealers who are members of the organization. One of the qualifications for being a member of the Memphis Grain & Hay Ass'n is that the member shall be a member of the Merchants Exchange. The Ass'n proper is formed to push the interests of the grain dealers exclusively and keep out some possible undesirables who may become members of the Merchants Exchange. J.

W. Gates has just taken the position of Sec'y of this Ass'n. Mr. Chas. Kolp who formerly held it is now with John Wade & Sons. The members of these allied Ass'ns are very close together and every day from 11:30 on practically every dealer may be found on the Exchange floor. Each fellow is working hard for himself, and secondarily for the interests of the Memphis market.

The grain business has been dull here during the last three months for various reasons. The panic curtailed the work of the lumber interests in Tennessee, and Memphis is the most important hard wood centre in the world it is claimed. Cotton has declined \$7.50 per bale within the last 30 days, grain is so high buyers are not carrying it in store, but purchasing it as they need it, some little concern over the pending presidential election and other minor factors which always affect a market.

The Merchants Eltr. is a large public eltr. operated as a public warehouse by McCord & Horton. This plant is in charge of J. C. West. It is a modern elevator in every particular, fitted with the latest equipment. It has in it a small Hess Drier, a Coon Drier, large hopper scale that weighs 100,000 lbs. per draft, cleaners, dust collectors and everything needed to care for grain. The only white man who works in the eltr. is the engineer. About forty niggers are employed by the company to keep grain moving. Notwithstanding the rather quiet market, the eltr. has been operated night and day for some time. It has a storage capacity of 200,000 bus., including that of the warehouse operated in connection with the eltr.

Memphis grain dealers as an association are a wheel within a wheel. That is, the Memphis Grain & Hay Ass'n is an auxiliary of the Memphis Merchants Exchange composed of the allied business interests of the city which include coal, cotton, grain, lumber, etc. One time, not very long ago the grain dealers, all of whom are members of both Ass'ns with possibly two exceptions, had a funny little disagreement among themselves which was given considerable publicity at the time, but in reality was of no vital consequence. Nobody now seems to know what it was about and neither do they care for both Ass'ns are working as smoothly together as a well oiled axle and hub of a wheel. At 11:30 prompt every business day Sec'y Nat S. Graves of the Merchants Exchange calls the dealers to order in a private call and grain is bot and sold.

## OUR NASHVILLE LETTER.

It is estimated that Nashville did \$35,000,000 worth of business last year in grain and grain products.



The McLeMore Grain Co. and J. R. Hale & Sons have eltrs. in West Nashville, which help handle a large percentage of the 30% of the trade of the West side.

Lanier Bros. who were formerly with the Hughes Warehouse & Eltr. Co. have started in business for themselves. They will do a retail business only for the present.

The Grain Comite is considering the weight question which has given the dealers here little trouble. However, a number believe there should be a supervisor of weights as well as grades, and it is probable a man will be appointed to that position before long.

S. S. Kerr who moved into his new warehouse last week has it equipped with

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a Western Sheller and Cleaner, hopper scale, an elevator leg, dump scale for unloading, power shovel and other machinery. In fact the warehouse is a modern eltr. with large storage facilities.

Within the next 60 days John A. Tyner & Co. will enlarge their present warehouse on the L. & N. R. R., install suitable machinery for handling grain and otherwise improve property. It is probable the company will build an elevator this fall. They have recently been doing a large city business in addition to their shipping business.

This market is growing in importance at a remarkable rate. Suggest to the average Nashville dealer, after a superficial study of the conditions that exist here in so far as the grain business is concerned, that the impression is, Nashville dealers do not appreciate the importance of their market, and the truth of the assertion is immediately refuted.

Byrd Douglas who was put out of business by a recent fire is still president of the Grain Exchange and will continue to be so if the wishes of the members are consulted. He has served for a number of years and has been so faithful as well as successful in his position that the members are determined to keep him where he is. The annual election of officers will be held next week.

There are several firms in Nashville, which buy grain only from the farmers along the Cumberland and Ohio rivers. The largest river buyer is I. T. Rhea. Mr. Rhea has representatives who get the grain right from the farmers along these rivers, have it sacked at the farm in 2½ bus. sacks transported to boat and thence transported to warehouses along the Cumberland in Nashville. The grade of corn this year has been exceptionally fine and the yield the heaviest for thirty years.

There has been quite a slump in business in Nashville since the panic due to three causes: The biggest crop of grain that has been raised in the Southeast for thirty years was harvested during the last season; the high price of grain, which, for instance makes corn worth at least \$1.20 per bushel in Southern Georgia, Alabama and the Carolinas is not conducive to business, and lastly the panic affected the manufacturing industries and shut down a number of quarries and mills thereby decreasing consumption.

Nashville hasn't had any hot corn this year. Last year at this time every warehouse in the city and some that were not, were covered with the steaming cereal but this has been avoided this year. And very little dried corn is coming in here either. A great deal of Kansas and Nebraska corn which is especially good this year has been bot. A big Hess Drier is in one of the public elevators and nearly every dealer has a moisture tester, so in case there is a demand for them corn saving facilities are at hand.

There is scarcely any "team work" in Nashville. True, the grain dealers have an organization and a meeting place in the Board of Trade building where every member is supposed to be from twelve to one o'clock each business day to buy and sell grain, but few of them attend these meetings. Sometimes a great deal of grain is thus sold, but to say the least there is no enthusiasm among the members at the trading tables except when some fellow cracks a good joke or gets hit in the eye with a kernel

of corn. This is not said in disparagement of this market. As a class of men from a commercial, moral and intellectual standpoint surely the market is not surpassed and seldom equalled. Every member trusts each for all he wants to buy or sell and they work together, or let us say work apart without the intimation of friction.

Not many years ago Nashville was a great consignment market and tho its importance as a gateway has increased enormously, terminal markets are depended upon for grain. It would seem, judging from the opinions of some progressive dealers in Nashville that consignments would be swung around this way again before long, and a movement is on foot among different dealers to swing it back. They are not working together on it. They are working apart. When this sentiment unites, Nashville will again assume importance as a consignment market.

There's a big bunch of healthy looking dealers at West Nashville, who are in no manner in competition with Nashville proper, and yet take a pride in stating that 30% of the grain business of the city is handled at their end of the line. Four firms have offices together in one house; they have a ball team, eating house and everything that promotes happiness as well as business. These firms operate thru the Steel Eltr. & Storage Co.'s eltr. In order to facilitate the work of the eltr. Mgr. Gardner has lately installed a sack manufacturing plant which has a capacity of 7500 bags per day, any size. Burlap is imported from India and good sacks made by a few people on three machines. As all grain is shipped South from Nashville in sacks, this addition to the equipment is very important.

There are three classes of traders in this market. The broker, who represents some firm in the West, the dealer in carlots of grain and the wholesale retailer. The broker sells to the latter. The buyer of car lot grain purchases grain mostly at terminal markets. Very seldom is a car of grain consigned to Nashville. In fact the dealers do not solicit consignments, and tho some of them send out card bids others who have done so, long since ceased to spend their money that way, preferring to buy just what they want and when they want it from some terminal market. There are various causes for this slump in commission and track business. Chief among them is that a heavy shipment into Nashville will slump the market. While the demand is good the market is alright, but a slump in the demand with a lot of grain on hand depreciates its value enormously sometimes.

J. H. Wilkes & Co. one of the oldest and most respected firms in Nashville have been making some improvements in their warehouse and have just completed a modern eltr. They have a sacking plant which will handle several car loads of grain a day with an automatic weigher, a 500 bus. hopper scale, electricity, manlift, etc. The eltr. has a storage capacity for 20,000 bus. The company has purchased some valuable land just east of its warehouse and eltr. on the N. C. & St. L. and will build at once a large hay warehouse, erecting between the eltr. and warehouse a substantial fire wall. This company has made a reputation in the South for handling only first class grain. Mgr. R. H. McClelland says he will buy nothing

but No. 2 corn and then he cleans it. He is able thereby to build up a high class trade that depends upon him for the best grain and they get it. J. H. Wilkes who was the organizer of this company many years ago lately retired from business on account of age and a fall which resulted in serious injury to him. When his retirement was announced scores of letters came to him from his friends who had dealt with him for thirty years testifying to their regard for him and his methods.

## TEXAS.

Whitewright, Tex.—We have sold our eltr. to D. F. Pence & Son.—Pascal Head Grain Co.

Krum, Tex.—The Burrus Mill & Eltr. Co.'s plant caught fire Mar. 21, but no serious damage was done.

Houston Heights, Tex.—E. D. Dixon & Co. are putting in a chop mill and eltr. here.—J. A. Boring Grain Co., Houston, Tex.

Ganado, Tex.—The Ganado Eltr. & Warehouse Co., incorporated, capital stock, \$25,000; incorporators, T. N. Mauritz, W. A. Shutt and C. H. Brown.

Brady, Tex.—W. R. Eice has bot the grain and feed business of W. G. Belding. The business has been conducted for the past year by the Brady Brokerage Co.

Austin, Tex.—The I. & G. N. R. R., being in the hands of a receiver, claims for shortages, losses or overcharges cannot be paid until the receiver obtains an order from the court authorizing payment.

Sec'y Dorsey, of the Texas Grain Dirs. Ass'n, is making a vigorous effort to bring about the prompt payment of claims against railroads, and surely the members—the sufferers—will gladly support him with facts and figures from their own books of sad experiences with claim agents.

Galveston, Tex.—Exports from Galveston from Sept. 1 to Apr. 1 were 7,678,969 bus. of wheat and 5,228,525 bus. of corn, compared with 9,318,333 bus. of wheat and 3,827,277 bus. of corn for the same period of 1906-7, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

The executive committee of the Texas Grain Dealers Ass'n, at its recent meeting, affirmed the following cases appealed from the arbitration committee: Texas Grain & Elevator Co. v. Houston Bros, Texas Grain & Elevator Co. v. Sanger Grain Eltr. Co., Van A. Webster v. E. R. & D. C. Kolp, Greenville Grain & Coal Co. v. Madill Grain & Eltr. Co. The executive committee at the same time reversed and rendered three cases appealed to it from the decision of the Arbitration Committee.

Houston, Tex.—The prompt payment of claims against railroads was again discussed with the General Managers' Ass'n here Apr. 2 by Sec'y H. B. Dorsey, who insists that 30 days for investigating claims where the shipment passes over only one line of road is sufficient time in which to make the necessary investigations, and 30 days additional for each road involved. Sec'y Dorsey has put the matter up to the General Managers and assured them that if they do not see that their claim departments handle claims in this manner that we would go before the next Legislature and try to get a law passed along these lines.



## WASHINGTON.

Palouse, Wash.—The Farmers Education and Co-Operative Union is vigorously agitating the shipment of grain in bulk.

Spokane, Wash.—The rate on hay from Boise and Twin Falls, Idaho, to this city has been cut by the O., R. & N. \$1 per ton, effective May 4. The rate will be \$4 from Boise and \$5 from Twin Falls.

Olympia, Wash.—A hearing on the reasonableness of the grain rates will be held May 11 by the state railroad commission, based on the Cunningham complaint.

Ellensburg, Wash.—R. P. Tjossen & Son have installed a feed mill plant in their warehouse. This company owns a flour mill at Holmes Spur, near this place.

Walla Walla, Wash.—Grain bags will be carried for 40 cents a 100 instead of 52 cents after May 1, from Portland, Tacoma and Seattle to all points south of the Snake River to Pendleton.

Waitsburg, Wash.—The Farmers Union Warehouse Co., incorporated, capital stock \$40,000; incorporators, D. C. Eaton, N. B. Atkinson, J. A. Danielson, W. H. Stonecipher, C. M. Taylor, Walter Price, F. T. Keiser, F. A. Jones and Joel Woods.

Palouse, Wash.—Williamson Bros. have bot the grain warehouse of S. W. Towne & Sons and will engage in business here. They plan to put in a chop mill and clean wheat for spring seeding and are considering installing a "wheat hospital" for the treatment of smut on wheat.

Olympia, Wash.—The board of control has set the price of prison made sacks at 7.2c each, against 9c last season. Oat sacks were reduced to 8c from 10c of last year. Based on the estimate submitted of last year's crops the board apportioned the sacks to grain-growing counties in numbers as follows: Garfield, 81,000; Columbia, 90,300; Walla Walla, 170,400; Whitman, 380,250; Spokane, 78,000; Lincoln, 188,100; Adams, 187,500; Douglas, 162,000; Franklin, 120,000; Benton, 36,000; Klickitat, 33,750; Yakima, 24,000.

## WISCONSIN.

Prestcott, Wis.—The American Society of Equity will erect an eltr.

River Falls, Wis.—The American Society of Equity will erect a farmers eltr. and warehouse to cost \$8,000.

Lena, Wis.—We expect to put in a new 20 h. p. gasoline engine, in place of the 10 h. p. we have at present, for grinding feed.—J. N. Bassett.

Milwaukee, Wis.—Members recently admitted to the Chamber of Commerce are C. H. Baumann, Hugo Damm, Herman S. Garvey and William Wallace.

Superior, Wis.—The Republic Eltr. Co. has decided to proceed with the rebuilding of its burned eltr. at a cost of about \$75,000. The plans have been prepared.

River Falls, Wis.—The Equity Eltr. & Warehouse Co., incorporated, capital stock \$8,000; incorporators, Thomas Stapleton, John L. Chapman, Frank M. Bliss, Frank Pomeroy and Alexander Ewart.

Brandon, Wis.—The Farmers Eltr. Co., incorporated, capital stock \$10,000;

incorporators, W. F. Whiting, H. J. Liner, J. H. Dixon, W. S. Williams and J. Giebink. The company will erect an eltr.

Manitowoc, Wis.—The Manitowoc Malting Co. has brot suit against Feuchtwanger Bros., of Pittsburg, Pa., to recover on a contract claim of \$16,900, and has attached 24,000 bus. of barley in local eltrs. consigned to the Pittsburg company.

## MILWAUKEE LETTER.

Memberships in the C. of C. are being bid for at \$200.

The annual assessment of \$25 on memberships was made April 6th.

The annual meeting of the Wisconsin State Millers Assn. will be held here Apr. 24th, at the Hotel Pfister.

Grain men estimate that by the middle of April there will be more grain stored awaiting shipment than at the same time last year.

Interest rates, which have been as high as 7%, have now almost entirely recovered, 6% most generally being recognized as the standard.

The complaint against the Illinois Central and the Rock Island roads, decided upon some time ago, has been filed by Chairman Schroeder with the Interstate Commerce Commission.

Geo. H. D. Johnson, returned April 4th from Fortress Monroe, where he had been for several months for his health, appearing much improved in health.

Local vessel agents, shippers and others unite in declaring that there will be a late opening of navigation this season, in spite of the small amount of ice in the lakes and a quiet season.

The following have been admitted to membership in the C. of C.: E. Lowitz, F. J. Phelan, David Rothschild, B. P. St. John, Robt. Bennett, H. Wertheimer, Fred R. Skidmore, Edwin A. Duff, Frank S. Cowgill, Jas. D. Lamb, F. T. Heffelfinger and N. B. Urdike.

Tuesday, April 7, being election day, business was suspended for the full day. Usually, when business is suspended on such days, a majority of the traders can be seen around the corridors but the election this spring being of such a doubtful nature, everybody simply abandoned all thoughts except in this direction.

The Mutual Transit Co. of Buffalo, notified local shippers that last year's east and west bound tariffs would be reinstated between Cleveland, Buffalo and Green Bay, to be effective March 30th. The Lake Michigan basis of rates governing traffic between the east and Chicago and Milwaukee will become effective as soon as they can be legally established.

S. H. Hoff, one of the members of the Chamber, who is now in Arizona, recently sent in some fine specimens of alfalfa representing the first crop of the season. He writes that there are five crops of this nutritious grass taken in Arizona every year, beginning about the first of April and then being ready every six to eight weeks until around November 1st.

For injuries sustained while attempting to board a street car, Mrs. W. J. Langson, wife of Secy. Langson, of the C. of C. has started suit for \$20,000 damages against the street railway company, and a similar suit for \$10,000 has been started by Mr. Langson. Mrs. Langson

claims that the car started suddenly when she attempted to board it, dragging her nearly half a block, from which she sustained internal injuries of a permanent nature.

Coincident with meetings held in Minneapolis and Chicago, insurance agents, grain men, coopers and representatives of all the allied interests to the brewery traffic met recently and listened to an address by J. A. McDermott, national organizer of the brewers. The chief and only topic of discussion was that of prohibition, the object being to urge a national movement to combat efforts along these lines.

The culminating influences of unfavorable markets, spring work and a short crop, has had the effect of bringing the trade to almost a standstill, receipts having depreciated to a low level, and what has come to market has to be sold at buyer's figures. Under a sickening reign, the barley market is just about dragging along, and the action of maltsters in dropping out of the market almost entirely has removed one of its important supports. Prohibition looms up before them and they are taking no chances. The demand for oats is not large, while the "corn enthusiasm" seems to have relaxed for a time.

Railroad agent changes have been coming so fast that dealers have almost been unable to keep tab on all of them. No less than six changes have been announced, among which are the following: Henry W. Ploss succeeds W. E. Waugh, deceased, as agent of the Commercial Express Line; B. H. Dally, agent of the Star Union Trans. line, has accepted a position as division freight agent for the Vandalia Ry. with headquarters at Logansport, Ind.; Z. T. Scott, agent of the Star Union and Penn. lines, at Dubuque, Iowa, succeeding him; H. S. Whitney, contracting agent for the Merchants Despatch, has been appointed to a similar position with the New York Central lines, with headquarters at Sioux City, Iowa; Miles Barry taking the local agency of the Barry Trans. Co.; Milton S. Mead, agent for the Anchor Line, has been transferred to Erie, Pa., being succeeded by Jas. C. Thompson, the Houghton, Mich., agent of the Anchor Lines.

The spectacle of a regular and an independent ticket striving to the utmost for supremacy at the polls of the annual election of officers for the Chamber of Commerce, was presented to members on the 6th. The regular ticket, headed by Geo. H. D. Johnson, for president, W. M. Bell and E. J. Furlong, Vice-presidents, was opposed by E. C. Wall, for Pres. with Bell and Furlong in the same positions as on the regular ticket. Campaign literature was freely distributed, as were the cigars, and the telephones did heroic service the day of election. Mr. Wall triumphed over Mr. Johnson, by the narrow margin of 5 votes, the count being 128 to 133, carrying with him the following ticket: 1st V-P. W. M. Bell; 2nd V-P. E. J. Furlong; Secy-Treas. W. J. Langson; Directors for three years: P. P. Donahue, E. H. Damm, C. W. Schneider; Director for an unexpired term of one year, W. H. Dods-worth; Bd. of Arbitration: T. C. Coughlin, Walter Stern, H. H. Peterson, A. L. Kern, W. J. Armstrong; Bd. of Appeals: J. J. Crandall, B. G. Ellsworth, C. B. Pierce, A. K. Taylor, Andrew McCabe; Chief Grain Inspector: F. D. Hinkley and F. F. Clapp, Chief Weigher.—Slits.

## Grain Carriers

Ice is out of the Welland Canal.

The American Ry. Ass'n reports a decrease of 17,950 in the number of surplus cars.

Lake underwriters have decided to maintain last year's rates on grain, coal, lumber and ore.

Rates on wheat and flour from the Pacific Coast to the Orient have just been reduced \$1 per ton.

Milwaukee will open navigation Apr. 15 with the departure of the first boat of the Ogdensburg Transit Co.

Navigation of the Hennepin Canal opened Apr. 1, for its first season, but there was no rush of laden boats.

State Superintendent Stevens has announced that the Erie Canal will be opened on or about May 5. How far?

Domestic grain rates at the east of Buffalo will be advanced May 1 ½ cent on wheat and ¼ cent on barley, corn and rye.

Senator Elkins on Mar. 31 introduced a joint resolution provided that the commodity clause shall go into effect May 1, 1910, instead of May 1 this year.

The Stearns Salt & Lumber Co., of Ludington, Mich., has pleaded guilty to accepting rebates on lumber shipments from the Pere Marquette Railroad. Next!

Argument in the complaint by the Star Grain & Lumber Co. against the Santa Fe road will be heard Apr. 15 at Washington by the Interstate Commerce Commission.

Harry W. Kress of Piqua, O., has begun an agitation against the lower rates given Illinois shippers thru Chicago, compared with the rates on grain from Indiana east.

The Interstate Commerce Commission has ordered a refund of \$62 to the Texas Star Flour Mills of Galveston on a shipment of bulk white corn from Wayne, Okla., to Ennis, Tex.

For rebating, a fine of \$13,000 was paid, Mar. 30, by the Chapman & Dewey Lumber Co. at Kansas City. The Frisco system pleaded guilty to giving the rebates and paid the same fine.

In reply to the senate request for a valuation of railroads the Interstate Commerce Commission recently stated that such a valuation will cost \$3,000,000 and take 3 years. An appropriation is asked.

A new form of B/L favorable to shippers is provided for in a bill which has been introduced in the Canadian Parliament, and if enacted will go into effect Sept. 1, 1908. It applies to water transportation.

The Grand Trunk Pacific has let the contract for construction of first 100 miles east of Prince Rupert. American heireses will be the first to buy thru tickets. Princes are always in greater demand than elevator sites.

Governor Fort of New Jersey on Mar. 28 signed the bills for the construction of canals 250 ft. wide, paving the way for the construction of a ship channel across the state from the Delaware River to the Atlantic Ocean.

A great portion of the Alabama railroad code is declared unconstitutional in the recent decision of the U. S. Court at Montgomery suspending the anti-rail-

road acts of the legislature pending an inquiry into alleged confiscation.

The H. Poehler Co., grain receivers of Minneapolis and Duluth, have taken an appeal from the judgment in the district court at Duluth Mar. 30, awarding the Law Reporting Co. \$600 for a transcript of evidence at a grain hearing by the Interstate Commerce Commission.

A hearing on the complaint by the Hecker-Jones-Jewell Milling Co. that rates on grain are higher to the seaboard on domestic shipments than on export shipments was held at New York Mar. 28 by Commissioner Prouty, after which it was decided to hear argument in June.

In the complaint by the Ocheltree Grain Co. against the Rock Island road the Interstate Commerce Commission has decided that the road, having satisfied the claim and changed the rate complained of, is ordered to keep the present rate on snapped corn in effect for two years.

Complaint against the adjustment of rates from Kansas points north of the Union Pacific to Texas export and milling points will be made to the Interstate Commerce Commission by the Transportation Bureau and the Mercantile Club of Kansas City, alleging the rates on grain are higher by way of Kansas City.

The Commercial Club of Grand Forks, N. D., is vigorously opposing the movement by the farmers and others who maintain the 200 or more bridges across the Red River to have that stream declared non-navigable. Government regulations require the bridges to be made movable at an expense of nearly \$5,000 each. Considerable grain is carried each fall by boats to Grand Forks.

In the case of the Wood River Grain Co., Samuel McMurray, pres., Examiner Frank Lyons took testimony at Grand Island, Neb., Mar. 25, for the Interstate Commerce Commission, with regard to the alleged discrimination in furnishing cars. McMurray alleges that the Union Pacific favored the elevator as he had only a warehouse, tho he had been offered a site on which to build an elevator.

The joint thru rates on broom corn from Elk City, Okla., to Sioux City, Ia., are held unreasonable by the Interstate Commerce Commission in the decision given Mar. 17, in the complaint by Coomes & McGraw of Sioux City against the Milwaukee and the Rock Island Railroads. The joint thru rate was \$1.14 per 100 lbs. and the combination of locals 60.85. Complainants were awarded reparation on 7 carloads.

The Rock Island, Missouri Pacific and Burlington have advised the Chicago Ass'n of Commerce that they will disregard the 20 per cent liability clause of the western classification, which was to go into effect May 1. This clause provided that if shipments were to be carried at the carrier's risk an additional 20 per cent would be charged. It is not believed the eastern roads can compel shippers to submit to this thinly disguised attempt to advance rates 20 per cent.

Classification up to this time has been a result of prejudice, preference and competition, and as a result it is wholly inequitable. The idea that the valuable breakfast foods which sell by the pound should be carried at the same rate over the railroads of the country as bulk wheat is simply ridiculous, and yet it is a fact that they are so carried. That is brought about by the pressure of the manufacturers of the breakfast foods.—From ad-

dress by James Peabody, statistician of the A. T. & S. F., before the National Ass'n of Railroad Commissioners.

Flat and gondola cars are in disfavor with the Northern Pacific road for grain shipments. During the car shortage in the Pacific Northwest the past two seasons shippers consented to load flat cars with sacked grain on an agreement by the road to stand the loss, if any, in transit. Seldom did the cars arrive as loaded and frequently the road had to make good a shortage of \$25 to \$50 worth of grain. Accordingly the road has just issued an order against shipping grain on flat cars and gondolas. Was an agreement necessary to make carrier stand loss?

The members of the Interstate Commerce Commission are said to have disagreed on the Spokane rate case, having three different views and being unable to get a majority report. Owing to water competition, according to the railroads, the rates to Spokane from the eastern seaboard are the rates to the Pacific coast plus the local rates from the Pacific coast back to Spokane. The latter city insists that this is unfair, and that it should be given the advantage of its location and thereby secure the benefit of cheaper rates than the Pacific coast cities. It is also claimed that water competition is largely a theory, if not a myth.

Last year about \$24,000,000 was paid out in the settlement of freight loss and damage claims by the railroads of the country. This is 500 per cent more than the amount paid ten years ago by the transportation companies. In the same period the number of traffic managers of industrial concerns has increased in about the same percentage. I will not undertake to say just what relation one has to the other. One great delay in the investigation and settlement of claims is the improper step taken by the claimant in starting his claim. The claim agent should be addressed directly and not the railroad company, as is almost universally done. It goes to the company and is lost for weeks and possibly months in the shuffle of red tape.—R. C. Richards, freight claim agent of the Chicago & Northwestern Ry.

In the complaint by S. S. Quimby against the Maine Central R. R. the Interstate Commerce Commission recently decided against complainant and held that "the decisions on this point, prior to the amendments to the act of June 29, 1906, amount to holding the stopping of a commodity in transit for treatment or reconsignment to be in the nature of a special privilege which the carriers might concede, tho the shipper could not, under the law as it then stood, demand it as a matter of lawful right. Whether the Commission has authority under the amended law to require such privilege to be granted is not involved in this case and is not decided, but allowance of the privilege by a carrier to shippers in one section must be without wrongful prejudice to the rights of shippers in another section served by its line."

It has been the uniform interpretation of the law that an all-water carrier engaged in carrying freight originating at New York or New Orleans may engage in such traffic between such ports without publishing its rates with this Commission, and so may the steamships plying between Seattle and San Francisco, or the carrier which transports freight from Duluth to Chicago on the great lakes, or the river carrier from Memphis to New Orleans, but if such water-car-



riers are controlled or managed by the same corporation as controls or manages a rail line, or if between a rail and water line there is an arrangement for continuous carriage, then such water line becomes subject to all the provisions mandatory and prohibitory of the act to regulate commerce.—Decision by Interstate Commerce Commissioner Lane.

The Harrimans will squirm like the national government undertakes to squeeze the water out as was done by the Texas state railroad commission. Owing to the squeezing process in the last thirteen years the stocks outstanding per mile of road have been reduced by \$4,614 a mile, while the bonded indebtedness of the same roads has decreased \$5,338, a total reduction in the capitalization of these companies of \$9,952 a mile. The railroad mileage in the state in the same thirteen years has increased from 9,154 to 12,566, or nearly 37½ per cent, while the stocks outstanding decreased more than 30 per cent per mile of road and the bonded indebtedness decreased more than 20 per cent per mile of road. That it is extremely conservative in the matter of valuations is apparent from the fact that on seventy-five Texas roads its valuation averages \$16,746 a mile, whereas the same roads are assessed for taxation purposes at an average of \$22,434 a mile.

Chicago bankers having given notice that on and after Apr. 15 they would refuse to make advances on Bs/L which, tho issued to advance and naming a consignee at the point of destination, also indicate an agent to whom the grain may be delivered for trans-shipment at some intermediate point, a conference was called at Buffalo of grain shippers, lake carriers, bankers and railroads, Mar. 27, at which the following resolution reported by a committee was unanimously adopted: "Whereas, This conference concurs in the view that it would be desirable to eliminate the 'care of consignee' feature from bills of lading; and, Whereas, No plan for doing so seems feasible without causing great disturbance to the grain trade; be it Resolved, That it is the sense of this meeting that the change of the so-called 'care of consignee' method of billing grain cargoes is deemed unadvisable at present; and be it further recommended that banks and shippers scrutinize the responsibility of 'care of consignee' as a most important matter of protection to their interests." The committee composed of Chas. Kennedy, Buffalo; James Pettit, Chicago; Ward Ames, Duluth; W. H. Kemp, New York; J. J. H. Brown, Buffalo, representing the vessel interest, and F. O. Wetmore, Chicago, and Clifford Hubbell, Buffalo, bankers, was continued, with instructions to make a future report if they can reach some way out of the difficulty.

The Grain Dealers Journal is valuable and I don't wish to do without it.—E. R. Moore, Barnard, Ind.

Mills at Saltillo, Mex., will close on account of the short crop of wheat. All the wheat of the 1907 harvest has been ground.

Dakota grain growers have formed an organization with T. R. Atkinson of Bismarck, N. D., as sec'y, to work for the recognition of the value of durum wheat in the markets.

The National Hay Ass'n will hold its annual convention July 28-30 at Cedar Point, O. The directors could not conveniently arrange to convene at Columbus, as desired by members.

## Carrier Failed to Escape Liability by the "Lower Rate" Pretense.

The "lower rate" false pretense whereby several roads have sought to extort a higher rate or to escape the liability which is rightfully theirs as common carriers has been given a setback by a decision of the Supreme Court of Washington rendered Feb. 11.

The shipper, W. H. Harris, is alleged to have signed an agreement that in consideration of the lower rate his recovery in the event of loss should not exceed \$5 per 100 lbs. The goods were burned and he brot suit against the Great Northern road to recover \$1,454, denying having signed the agreement.

The court disagreed, three judges holding for the shipper and three for the railroad, but Chief Justice Hadley cast the deciding vote in favor of the shipper. The majority found

"It does not appear that respondent received any receipt or entered into any agreement whatever for a limitation of the carrier's ordinary liability. Where two rates are provided, one in contemplation of the ordinary carrier's liability, and the other a less rate by reason of a limitation of that liability, it would seem, in the absence of an understanding or agreement between the shipper and the transportation company, that the carrier would assume the ordinary liability which rests upon a common carrier of goods, and that the usual rate for carrying said goods would be the one which the law implies. In other words, the lesser rate is only available as a matter of special contract, or where it is intended and understood by the shipper and carrier to apply in a given instance. In this case it appears that the respondent delivered his goods to the appellant for shipment in the ordinary manner, without anything being said, and without any arrangement being made, or any agreement being entered into, relative to any limitation of liability or reduction in the freight charges from the usual rate charged for ordinary shipments with the usual carrier's liability."

The minority opinion was "Since there were two published rates fixing different liabilities on the carrier, the shipper had in the first instance the right of selection. But as he did not exercise that right the duty of making the selection devolved from necessity on the carrier. When, therefore, the carrier in good faith selected the lesser rate, and shipped the goods thereunder, the selection in my opinion fixed the rights of both of the parties. The carrier should not be permitted on a successful completion of the contract of carriage to collect the higher tariff, nor should the shipper be permitted to collect any more than the limited value in case of a loss of the goods."

The court decisions alone in the Grain Dealers Journal are worth the price of the paper.—M. Young & Co., Winterset, Ia.

Imports of Manila hemp from the Philippine Islands amounted to \$11,317,000 worth in 1907, against \$9,465,000 in 1906 and \$13,274,000 in 1905.

The agricultural appropriation bill provides \$10,000 for experiments in the destruction of the green bug. The total appropriation for the U. S. Dept. of Agri. is \$11,431,346.

English hop-growers are dismayed at the heavy exports of hops from the United States, which has a big crop. A single steamer recently carried 3,000 tons of American hops to London.



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JACKSON, MICHIGAN

## Supreme Court Decisions

**Authority of Partners.**—Members of trading partnerships have implied authority to pledge the credit of the firm by the issuance of negotiable instruments in furtherance of the copartnership business.—*First Nat. Bank of Brownville v. Stadden*. Supreme Court of Minnesota. 115 N. W. 198.

**Broker Presumed to Execute Orders According to Exchange Rules.**—Where a grain broker was ordered to purchase wheat on the exchange for future delivery, it will be presumed, in the absence of evidence to the contrary, that he acted in conformity with the rules and usages of the exchange.—*Hallet v. Aggergaard*. Supreme Court of South Dakota. 114 N. W. 696.

**Damage Presumed to Have Been Done by Last Carrier.**—Where goods pass over the lines of several connecting carriers and arrive at destination damaged, in the absence of proof showing that the damage occurred on some other line, there is a presumption that it was done by the last carrier.—*Atlanta & W. P. R. Co. v. Broome*. Court of Appeals of Georgia. 60 S. E. 355.

**Seller to Sue Carrier on Sale Delivered.**—Where vendor undertakes to deliver at a certain place, delivery to the carrier is not delivery to the consignee entitling him to sue for a loss, but the carriage of the goods to that place is at vendor's risk, and he alone may sue for loss.—*Matheson v. Southern Ry. Co.* Supreme Court of South Carolina. 60 S. E. 437.

**B/L Fixing Value at Point of Shipment.**—A clause of a B/L fixing the carrier's liability for loss at the value at the point of shipment is reasonable and valid, and precludes recovery by consignee for the difference between the market value at the place of delivery and what he paid.—*Matheson v. Southern Ry. Co.* Supreme Court of South Carolina. 60 S. E. 437.

**Possession of Grain Sold for Future.**—The purchase and sale of personal property for future delivery was not rendered illegal by the fact that at the time the contract was made neither party owned or had the property contracted for in his possession, but was required to go into the market to obtain it.—*Hallet v. Aggergaard*. Supreme Court of South Dakota. 114 N. W. 696.

**Contract Rate Governs.**—Where it appeared that local freight rates had been filed with the Interstate Commerce Commission, but there was no proof that no thru rate had been filed, an agreement by a carrier to transport at a rate less than the local rates was not shown to be illegal, though, if no thru rate had been filed, the local rate would control.—*B. & O. R. R. Co. v. La Due*. Supreme Court of New York, Appellate Term. 108 N. Y. Supp. 659.

**Landlord's Lien.**—Rev. St. 1899, § 4123 [Ann. St. 1906, p. 2239], providing that, if any person shall buy a crop grown on demised premises on which rent is unpaid with knowledge that the crop was so grown, he shall be liable for the value thereof, only affords a landlord security for rent, and cannot aid in enforcing a lien on the crop acquired by the landlord for a debt of a different nature.—*Saunders v. Ohlhausen*. Kansas City Court of Appeals, Missouri. 106 S. W. 541.

**Furnishing Cars.**—**Rules of Car Service Ass'n No Defense.**—Where the rules of an ass'n of railroads governing the return of cars prove ineffectual to secure the return of a carrier's cars after passing into the possession of other carriers, such rules are not a good defense in a suit brought under Kirby's Dig. § 6813, by the Attorney General, under direction of the Railroad

Commission, against a carrier for failure to furnish a shipper with cars.—*St. Louis Southwestern Ry. Co. v. State*. Supreme Court of Arkansas. 107 S. W. 1180.

**Carrier's Liability.**—In an action by a shipper against a carrier for injury to goods during transit, plaintiff, as a condition precedent to his right to recover, need not establish his compliance with a stipulation in the B/L that claims for loss or damage must be made in writing within 30 days after delivery; but, since his right to recover existed at common law, a limitation of the carrier's liability embraced in the B/L can only be availed of as matters of defense.—*Hoye v. Pennsylvania R. Co.* Court of Appeals of New York. 88 N. E. 586.

**Exaggeration by Commission Merchant Not Fraud.**—The fact that a circular sent out by mail by a commission merchant to advertise his business contained some exaggerations as to his facilities for handling property consigned to him, or that he failed to settle with some of his patrons, is not sufficient to establish a scheme or artifice to defraud, which will support an indictment under Rev. St. 5480, as amended by Act March 2, 1889, c. 393, § 1, 25 Stat. 873 (U. S. Comp. St. 1901, p. 3696), for fraudulent use of the mails.—*Faulkner v. United States Circuit Court of Appeals*. 157 Fed. 840.

**Reasonable Time for Acceptance by Consignee.**—A shipment was ready for delivery by a railroad company to the consignee at about noon March 27th, and was burned that night after 10 o'clock. It did not appear where the consignee resided or was engaged in business, or that he knew of its arrival or readiness for delivery. Held that, the daylight within that period being only seven hours, it was not a reasonable time within which the company's liability should be changed from that of a carrier to that of a warehouseman.—*Central of Georgia R. Co. v. Merrill & Co.* 45 South. 628.

**Liability of Connecting Carriers.**—*Sayles' Rev. Civ. St. 1897, art. 331b*, relating to the liability of connecting common carriers for goods received by one of them on a contract for thru carriage between points in the state, and making them the agents of each other and of the shipper, and making the thru B/L or proof that one of them had received the freight prima facie evidence of their agency, notwithstanding any stipulations by them to the contrary, has no application to an interstate shipment; but in such case each connecting carrier may by contract limit its liability to such loss as may occur on its own line, and no recovery can be had for loss occurring on the lines of connecting carriers, in the absence of allegation and proof of some joint traffic arrangement between the several connecting carriers.—*Houston & T. C. R. Co. v. Groves*. Court of Civil Appeals of Texas. 106 S. W. 416.

**Statutory Duty to Furnish Cars.**—The remedy provided in the act approved August 23, 1905 (Acts 1905, p. 120), entitled "An act to further extend the powers of the Railroad Commission of this state, and to confer upon the commission the power to regulate the time and manner within which the several railroads in this state shall receive, receipt for, forward and deliver to its destination all freights of every character, which may be tendered or received by them for transportation; to provide a penalty for noncompliance with any and all reasonable rules, regulations and orders prescribed by the said commission in the execution of these powers, and for other purposes," is exclusive of any other mode of procedure for the collection of damages arising from a breach of the carrier's public duty to furnish cars for the transportation of freight.—*Pennington & Evans v. Douglas, A. & G. Ry. Co.* Court of Appeals of Georgia. 60 S. E. 485.

**Enforcement of Regulation Requiring Carrier to Furnish Cars.**—On a hearing before the Railroad Commission on a charge of failure to furnish cars, the commission found that a railway company had violated a rule of the commission and Act March 11, 1899 (Acts 1899, pp. 8993), § 10, 18 (Kirby's

Dig. §§ 6803, 6813), requiring a carrier to receive, transport, and deliver all property offered for shipment, and rendering violation of such requirement cause for incurring a penalty. Held, that whether the commission had authority to make said rule is unimportant in an action by the Attorney General under direction of the commission, as the sections of the statute which the commission declared violated, together with sections 6804, 6808, Kirby's Dig., requiring the furnishing of cars, and making a violation of the requirement a cause of action, are declaratory of common-law rights, and furnish a basis for the action.—*St. Louis Southwestern Ry. Co. v. State*. Supreme Court of Arkansas. 107 S. W. 1180.

## Shippers Liable for Damages Due to Wrong Billing.

Stockbridge Elevator Co.,  
Jackson, Mich., Plaintiff,  
vs.

D. G. Stewart & Geldel,  
Pittsburg, Pa., Defendant.

Transaction in controversy originated June 27th, 1907, when plaintiff in the case sent a telegram as follows: Dated "Jackson, Mich., June 27th, 1907. To D. G. Stewart & Geldel, Pittsburg, Pa. Give delivery (91) two small cars allude (No. 2 Rye) Philadelphia rate point signing" (subject to reply by telegraph). (Signed) Stockbridge Elevator Co.

To which the defendant replied: "Pittsburg, Pa., June 27. To Stockbridge Elevator Co., Jackson, Mich. Message received. Accept delivery (91) allude (2 cars) allude (No. 2 rye) send billing instructions. (Signed) D. G. Stewart & Geldel."

Under date of June 27th plaintiff mailed confirmation which reads—"Jackson, Mich., June 27th, 1907.—We confirm purchase of you by wire this day 2 (small) cars No. 2 rye at 91 delivered Philadelphia rate, Pittsburg weights and grade, shipment within ten days. You may draw bill of lading attached, or we will send check for value of car less — to cover any contingencies. Balance to be remitted when car has been unloaded. Billing 28th or 29th. If the above is not in accordance with your understanding, wire or telephone immediately."

On June 27th, 1907, defendant confirmed as follows: "We are in receipt of your telegram offering 91 cts for two cars No. 2 rye delivered Philadelphia rate point, and we immediately replied accepting the same, and herewith confirm the sale. We are now awaiting your shipping instructions, which we will follow."

On June 28th Plaintiff wrote to defendant as follows: "Please ship the two small cars bought of you yesterday, to Chapman Quarries, Pa., via Lackawanna Line, care C. R. R. of N. J. at Taylor, Pa. This point takes New York rate; we will pay the difference. Please load each car with 40,000, and get them both out immediately."

On July 1st, defendant wrote plaintiff as follows: "We are in receipt of your favor of the 28th, and will route the three cars rye as instructed by you: Two cars to Chapman Quarries, and the third car to Bethlehem, Pa., all C. R. R. of N. J. delivery."

The foregoing correspondence between plaintiff and defendant taken in its entirety shows the contract. So far as shown there is no controversy as to the contract. The contention of plaintiff is the rye covered by contract was ordered to be shipped to

Chapman Quarries, Pa.,  
via Lackawanna Line.

Care C. R. R. of N. J. at Taylor, Pa.  
The shipments were made to Chapman Quarries, Pa. Route P. R. R.—C. R. R. of N. J. Delivery.

Plaintiff's claim is that because of the failure of defendant to ship according to directions (which were accepted by defendants as part of the contract) to Chapman Quarries, Pa., via Lackawanna Line, care C. R. R. of N. J. at Taylor, Pa., but instead shipped to Chapman Quarries, Pa.

Route P. R. R., C. R. R. of N. J. Delivery, that he—the plaintiff—suffered a loss on said shipments to the amount of two hundred and fourteen and 72/100 dollars (\$214.72).

The evidence in the case is very complete, showing in detail how this loss occurred and while it seems very large on a transaction of this magnitude the committee must conclude from the evidence that the whole trouble was caused by the



failure of the defendant to ship the grain in question according to contract, and their decision is that claim of plaintiff to the amount of \$214.72 is a valid one against the defendant, and judgment is hereby rendered for amount.

H. S. GRIMES,  
C. C. MILES,  
E. M. WASMUTH.  
Arbitration Committee Grain Dealers  
Nat'l Ass'n.

## Arkansas Anti-Option Law Up held.

In the suit by Logan & Bryan, members of the Chicago Board of Trade, against the attorney general of Arkansas and the Postal Telegraph & Cable Co., to restrain the prosecuting attorneys from enforcing the anti-option law approved Apr. 11, 1907, and to restrain the telegraph company from canceling its contract to transmit quotations, the United States court at Little Rock recently decided the new law to be valid.

Section 7 of the statute provides "That proof that any person, association of persons or corporations, either as principal or agent, has established an office or place where are posted or published from information received, the fluctuating prices of cotton, grain, provisions, stocks, bonds or other commodity or thing of value, or either of them, shall constitute prima facie evidence of guilt of the offense or offenses prohibited by this act." This was claimed to be a deprivation of a person's liberty without due process of law; but the court held "That such a provision is not in violation of the Constitution of the state of Arkansas so far as the courts of the United States are concerned, *Winton v. State*, 77 Ark. 143; and that such a statute is not violative of any provision of the national Constitution has been fully determined in *Adams v. New York*, 192 U. S. 585."

On the question: Has the state, under its police power, the right to declare dealing in futures on margins gambling contracts? The court said "Under the police power, which is inherent in every state and government, the power to determine what is injurious to public health or morals must be determined by the law-making power, altho there are limits beyond which Legislatures cannot rightfully go. Courts are not bound by mere forms, nor are they to be misled by mere pretenses. They are at liberty—indeed, are under a solemn duty—to look at the substance of things, whenever they enter upon the inquiry whether the Legislature has transcended the limits of its authority."

"The state of Arkansas, in the proper exercise of its police power, has declared dealings in futures on margins gambling and prohibited it. The question therefore is: Can it, under that police power, prohibit telegraph companies from aiding others to engage in what it has declared to be gambling, although the contracts are to be performed in other states, where such transactions are not prohibited? The identical question has never been determined by the Supreme Court of the United States, nor by any of the national courts whose judgments are conclusive on this court. While the act attacked may affect the telegraph company's interstate business, that was not its primary purpose; the main purpose being to prevent maintaining and operating a place of business in this state for dealing in futures on margins.—157 Fed. 570."

A great big crop of everything the farmer raises would clear the commercial atmosphere this year.—J. C. Rogers.

## Screenings

North Dakota millers have won a victory in their suit to have a hearing on the merits of Professor Ladd's order that millers must discontinue bleaching flour on a certain date, the supreme court refusing to set aside Judge Pollock's temporary injunction against Professor Ladd.

Corn growers are urged to test their seed, since last year's crop lacks vitality. Corn did not dry out. Seed that showed a good per cent of germination last December may show less than 60 per cent now, and the wise farmer will make his test before planting instead of waiting for failure of a crop to prove his lack of judgment.

It would be a mistake to suppose that the "crop experts" of Chicago grain houses are down on their knees in the wheat fields seeking with microscopes for the green bug. They have him in glass tubes in their pockets now ready to show him when the proper time comes. The best "expert" is the one who knows just the kind of news to send and the time to send it, for after all a field of wheat does not differ greatly in appearance from a field of rye when viewed from a car window.—New York Sun.

Corn futures are at the highest price on the crop on the theory that a surplus carload of corn will be a novelty Nov. 1. Despite the advance, sentiment is solidly bullish as regards the later year situation. Ohio and Iowa advices show that great care will have to be taken to test seed before planting. The corn visible on May 1 is likely to be around the lowest figures in many years. In a speculative sense 1908 is destined to become the great corn year. I firmly believe corn will sell later in the year at 75 cents.—E. W. Wagner.

To us it looks like a pretty good time to crawl on the fence and stay until the cat jumps one way or the other. We are bulls on corn but the price has advanced to a point where a reaction could easily be brot about. Oats are too high to buy, but with the market in its present "sewed up" condition, sellers seem to take their life in their hands. Wheat is coming on in perfect condition, and price on a famine basis. As a whole the stocks everywhere are light, and we see a good demand for the cash and a most favorable market for consignments. We believe the conservative country shipper will do well not to get panicky on the dumps, but to be prepared to forward grain on the bumps.—Frank E. Gulick.

That Manchuria is not likely to be a serious competitor of Australia in wheat growing is the opinion of J. B. Suttor, commissioner of New South Wales, after extensive travels in northern China. Not more than 3,000,000 acres are under wheat cultivation in the whole of Manchuria. Mr. Suttor says: "The provinces of Heilung-chiang and Kirin—being north and northwestern Manchuria—promise to be the principal wheat-growing centers, especially on the water-shed of the Sungari river; but, so far, I am not aware of any Manchurian wheat yet appearing on adjacent Oriental markets. The Russians, so far, appear to consume all that is grown, with the exception of certain quantities that are converted into native flour by the Chinese."

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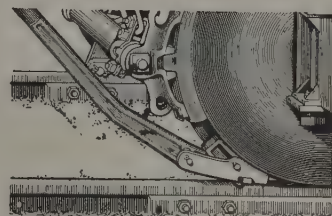
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## Supply Trade

The Gardner Weigher Co. has been organized at Peoria, Ill., with a capital stock of \$15,000.

The U. S. Grain Purifier Co. has several cases pending for infringement of its patents on grain purifiers.

A. H. McDonald, dealer in gasoline engines, will move on May 1st from 36 W. Randolph street to 64 and 66 W. Monroe street, Chicago.

M. J. Travis, elevator builder, has formed a new company under the firm name of M. J. Travis & Co., and moved from Wichita, Kans., to Kansas City, Mo.

W. E. Malin has been appointed receiver for the Horton Mfg. Co., Painesville, Ohio. The assets are reported to be over \$100,000, with liabilities of \$43,000.

W. N. Goodman, Chicago manager of the Richardson Scale Co., has returned from Europe, where he visited a number of installations of Richardson scales, over 2,000 of which are now in operation.

No sale was ever made without an appeal to the buyer's imagination. He may see what he buys, but he is making mental pictures of what he is going to do with his purchase.—*Mahin's Messenger*.

The Economic Construction Co. is the name of a new firm which will make a specialty of designing and building country elevators. Its offices are in the Omaha building, Chicago, and V. P. Wyland is the manager.

The lumber markets show that either yellow pine or hemlock can be obtained in Chicago at a figure 40% under last year's prices. Cement is 15% cheaper, but the steel trust holds up the prices of all iron products quite firmly. Only close buyers get any reduction.

The Richardson Scale Co., New York, has issued an interesting page folder illustrating and describing its automatic scale for the country elevator. It contains many interesting facts regarding the installing and operation of the scale, besides a number of testimonial letters from satisfied users.

The Avery Scale Co. report the following sales of their automatic scales: Gwinn Milling Co., Columbus, O.; New Prague Flouring Mill Co., New Prague, Minn.; R. C. Parks, Kirksville, Ill.; Colfax Grain Co., Colfax, Ill.; Ellis Grove Milling Co., Ellis Grove, Ill.; P. M. Essenpries, Pieron, Ill.; Glens Mill Co., Rowley, Mass.; Douglas & Co., Cedar Rapids, Ia.

We are all far beyond our reading limit. Most of us cannot read a hundredth of what we see, nor a tenth of what we want to read. And yet we read, whether we want to or not, an advertisement that is so cleverly written and skillfully displayed that we cannot get away from it. That is the kind of advertisement that pays dividends.—*Mahin Messenger*.

General catalog "E" has just been issued by the Strong-Scott Mfg. Co., Minneapolis, Minn. This is a 350 page book illustrating and describing just about everything needed to equip both country and terminal elevators in the most modern and improved way. Since issuing their last catalog the Strong-Scott Mfg. Co. has moved into its new building, and this company is now able to handle all

orders with dispatch. Grain Dealers Journal readers can obtain a copy by writing the company.

### Illegal to Engage in Business After Contracting Not to Do So.

IN THE CIRCUIT COURT OF THE UNITED STATES, NORTHERN DISTRICT OF OHIO, EASTERN DIVISION.

Albert T. Ferrell,  
Complainant,  
vs.  
Frank J. Prame,  
Defendant.  
In Equity. No. 7263

#### OPINION.

TAYLER, J.:

Prior to February 1, 1899, the complainant, Ferrell, and the defendant, Prame, were partners under the firm name of A. T. Ferrell & Company, engaged in the business of manufacturing and selling machines known as cleaners or separators for cleaning seeds, grains and other products of the farm and garden, at Saginaw, in the State of Michigan.

The firm had built up a business extending practically throughout the country. While sales had not been made in every state of the union, the trade, however, did extend from Massachusetts to California and from the Lakes to the Gulf.

Prame had no technical knowledge of the business, and took no active part in its management. He resided at Shiloh, Ohio, and occasionally visited Saginaw, where he became familiar with the general conduct of the business, which was quite profitable, considering the amount of capital invested in it.

About the first of February, 1899, Ferrell and Prame discontinued their partnership agreement in the business, and the latter sold to Ferrell, for the consideration of \$12,500, all of his rights, title and interest in and to the co-partnership business of the firm, including all personal property, books of account and unsettled accounts and notes, manufactured goods, stock, assets, factory building, machinery, choses in action, and all other property of every kind and character belonging to the partnership, together with all his interest in the business and in the profits thereof, and in the good will of the same. Immediately following the description of the property sold occurs this language: "and I hereby agree to and with the said Albert T. Ferrell that I will not engage in the business of manufacturing and selling grain and seed separators either directly or indirectly, or allow my name to be used in said business."

The claim is made by Ferrell that the invoice value of Prame's interest in the property was not to exceed \$10,000, and that the additional \$2,500 was paid to him for the good will. Prame testifies that he has no definite knowledge of the value of the property, but denies that anything was said about good will. Since the testimony of Ferrell is definite, and the contract specifically includes the good will, it is impossible to escape the conclusion that the consideration paid was (as, indeed, it must have been) intended to cover the good will, whatever may have been its value.

A demurrer to the bill was overruled, and the parties having taken their testimony, the case came up for final hearing a short time ago.

So far as the legal status of the parties is concerned, there is no serious conflict in the proofs. It appears that, as heretofore stated, the business of A. T. Ferrell & Co., prior to the purchase of Prame's interest, covered a large area of country, and that, through their salesmen, effort was being made to extend it into every region of the country where cleaners and separators of the kind which they made could be used. As illustrating the wide area over which business was transacted, it may be said that sales were made in Massachusetts, Maryland, New York, Pennsylvania, California, Montana, Minnesota, Georgia, Mississippi, Texas, and in practically all of the states of the Middle West.

In 1905, the defendant went into business at Gallon, O., manufacturing separators of the same general character as, and bearing a physical resemblance to, the separators and cleaners which were then, and had theretofore been, made by the complainant and the firm of which the defendant had been a member. At that time the defendant took into his employ a salesman of the complainant. This salesman had, for some years, as he says in his testimony, traveled in the interest of the complainant before entering defendant's employ, from coast to coast and

from Michigan to Alabama. While traveling for the defendant, he had covered some six or seven states, meeting a large number of the customers of the complainant and selling to many of them.

In February, 1907, the complainant filed his bill in this court, setting up the substance of the facts which the proof had disclosed, and asking that the defendant be enjoined from carrying on this business in violation of his contract.

The salient facts bearing upon the rights of the parties have all been stated, and the question is whether an injunction can be granted against the defendant in view of the fact that the contract put no limitation either of time or space upon the right of the defendant to engage in the same kind of business as that which he had sold to the complainant.

It is undoubtedly true that some years ago such a contract could not have been enforced; but the later and better rule, it seems to me, is clearly to the contrary. The contract was lawful, and the incident thereto, that the defendant should not again engage in the kind of business which he had sold out and for which he received compensation, was reasonably necessary to protect the purchaser in the enjoyment of the rights and property which he bought. There was no danger of any monopoly, for many other persons were engaged in the business. There was no unreasonable restraint of the freedom of the defendant to engage in other business, for he was not specifically trained to this business. He merely had knowledge of its customers and of its profitability, which he might take advantage of. He was himself trained in another business. It was not the case even of a man who had a trade and will, by his contract, denied to himself the privilege of engaging in it at any particular place; but it seems to me a perfectly rational and natural agreement, whereby a person who had a comparatively small business, which the personal equation of interest, attention and acquaintance was important, took full care to protect himself in the enjoyment of the rights and property which he purchased.

The general and modern rule, as I understand it, has been frequently stated, and may be put in this form: The test is whether the restrictive covenant is reasonable. That test is to be applied according to the circumstances of the contract, and is not to be arbitrarily limited by boundaries of time or space. The law has advanced along with social progress to a point where there is little difference of opinion. Such contracts depend upon the reasonableness of the restrictions under the conditions of each case. The diversity of these conditions produces an apparent diversity of decision, and yet it will be found, upon examination, that most of the cases really turn upon the reasonableness of the restriction. *Oakdale Manufacturing Co. v. Garst*, 181 R. 484; *23 L. R. A. 639*. The familiar and leading case declaring the modern doctrine is *Diamond Match Co. v. Roeder*, 106 N. Y. 473. And to the same effect, among others, are *Wood v. Whitehead Brothers Co.*, 165 N. Y. 545; *Camors-McConnell Co. v. McConnell*, 140 Fed. 412; *National Enameling & Stamping Co. v. Hoberman*, 120 Fed. 415; *S. Jarvis Adams Co. v. Knapp*, 121 Fed. 34.

Chief Justice Fuller in *Gibbs v. Baltimore Gas Co.*, 130 U. S. 396, 409, says:

"The decision in *Mitchell v. Reynolds* 1 P. Wms. 181; *S. C. Smith's Leading Cases* 407, 7th Eng. Ed.; 8th Am. Ed. 756, is the foundation of the rule in relation to the invalidity of contracts in restraint of trade; but as it was made under a condition of things, and a state of society, different from those which now prevail, the rule has been gradually modified and flexible, and has been considerably modified. Public welfare is first considered, and if it be not involved, and the restraint upon one party is not greater than protection to the other party requires, the contract will be sustained. The question is, whether, under the particular circumstances of the case and the nature of the particular contract involved in it, the contract is, or is not, unreasonable."

Now, without further citation of authorities or declaration of principles, what application of them must be made to the facts of this case? Here was a man interested in a business in respect to which he had no special knowledge, but from the carrying on of which by an associate he was deriving some profit. It is quite evident that he was not the man who "made the wheels go round," and he undertook to buy out this partner whose money in the concern was the only thing which he contributed to its success. He paid him the full price that was agreed upon and this particular person, who



necessarily had acquired some knowledge both of the nature of the business and of the profit to be derived from it, agreed not to engage in the same business, without any limitation of time or space. Now, why was this limitation not reasonable? The public did not suffer in consequence of it. The field of this business was occupied by a large number of manufacturers. A man like Prame, who had an interest in the business, which had a large number of customers and which, therefore, had a good will, should not be limited in his right to get as much money as he could for that interest and for denying to himself the right to take advantage of the knowledge that he had thus acquired in connection with this business.

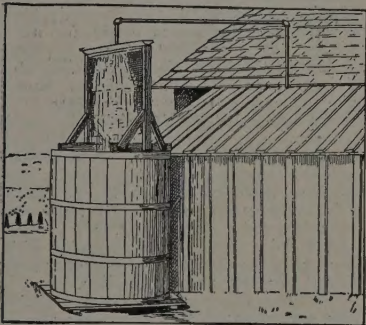
On the other hand, Ferrell would have a right to buy from a man not only his property but the natural right of that person to engage in that particular business, no public interest being affected. The area over which the business extended was large, and it was practically unlimited. The time during which it might be profitably conducted was only limited to the lifetime of the parties interested; there was no patent governing it, and therefore, Prame was willing to sell, and Ferrell was willing to buy, all that Prame could sell. I see no reason why the fact that there was neither time nor space limit in this contract should at all affect the rights of these parties. It was just as much a right of Prame to sell as it was of Ferrell to buy, and the enforcement of this contract is as much a declaration that a party has a right to sell something which he owns and has a value, as that another party has a right to buy it. It would be an unfortunate thing, indeed, assuming that no question of public policy was involved, as it is not in this case; if a man who, possessing some right or interest whose value would be emphasized to another by his abstention from exercising it, could not sell it. If it were not so, then one could not reap the benefit of his own industry and of his own business judgment.

In this case, Prame sold his right to engage in this business; he got his money for it; and it is immoral and illegal for him to engage in that business now.

An injunction will be granted.

## Cooling Water for a Large Gasoline Engine.

A method of increasing the cooling capacity of a water tank in connection with a large gasoline engine is shown in the accompanying sketch. Galvanized wire netting of about  $\frac{1}{4}$ -in. mesh is fastened to a frame above the tank. On



Water Cooler for Large Gasoline Engine.

top of this frame is a metal trough that receives the hot water coming from the engine through a pipe. The water spills from the trough on the wire netting, which causes it to spread and run down into the tank in a thin sheet. This greatly aids the cooling of the water.—*Popular Mechanics*.

Herbert Knox Smith, commissioner of corporations, has reported to President Roosevelt that the only way the government can exercise any control whatever over the operations of grain and stock exchanges is by the taxing power.

## Formalin Treatment for Seed Oats Advisable.

Observations made in 1907 by the Ohio Agricultural Experiment Station showed that the oat crop was inferior in apparent quality as well as in yield. Inquiry has been made of the Ohio Experiment Station as to the possible value of this crop for use as seed; examinations made by the Department of Botany of samples sent in as well as of those grown at the Station in 1907 show not only an abundance of oat smut but even larger amounts of other diseases not before observed upon oats. One of these diseases acts like the scab of wheat. It will kill off many young oat plants and will cause more of the scab disease in the crop. The other diseases are likewise injurious. The oats of 1907 crop contain many light kernels or empty husks. The first step is to reclean all seed oats in the mill to make definite seeding possible. The second and even more important thing is to treat the recleaned seed oats with formalin before sowing.

One pint, or pound of formalin (40 percent formaldehyde) will make 50 gallons of solution if placed in 50 gallons of water; 4 ounces of the formalin will make 12½ gallons of solution. One gallon of this solution will treat a bushel of seed oats. The cost of treatment, including labor, is less than one cent per bushel—less than three cents per acre.

How to Apply—Use a vessel such as a tight barrel and make solution by mixing formalin in needed amount of water; one pound to 50 gallons, or 4 ounces to 12½ gallons.

Put seed to be treated in a pile or bag. For five bushels or more place seed in pile on tight barn floor and sprinkle with solution from bucket or sprinkler until thoroughly wetted; repeat this sprinkling one or more times till one gallon of solution per bushel has been applied. Then leave grain in compact pile for two to three hours, or over night, when it should be spread to dry. For small amounts of seed or for a number of small lots, seed may be left in bags and immersed in solution for about one hour, then spread to dry. If sown while moist, rate of seeding should be proportionately increased. In any case the treated grain should not be replaced in bags that have not been immersed in the solution for about one hour. The drill should also be sterilized by sprinkling with a stronger solution of the formalin, say double the strength of that above given. This treatment may be made some time in advance of seeding. The treated grain is not poisonous to stock or poultry after it is dry.

The Effect.—This formalin treatment not only kills the oat smut fungus which often destroys ten to twenty percent of the oat crop, but it destroys these new diseases and insures a better stand and a crop nearly free from disease.

Oats treated as above described and planted recently in a cold room of greenhouse in the soil gave 10 to 18 more plants per hundred seeds than did untreated seeds from the same lot. The treatment does not injure the seed oats. These diseased seeds if untreated will fill the soil with disease and make "soil sick" conditions.

The expenditure of \$4,000,000 for seed by the Canadian government to help settlers who lost their crops by frost last year is a reminder that the marvellous wheat country of the Canadian Northwest is not all the land boomers had pictured it.



## Cover's Dust Protector

Rubber Protector \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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## Langenberg Bros. & Co.

ESTABLISHED 1877

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is demanded by the Eastern Trade. Increase YOUR profits by purifying your oats.

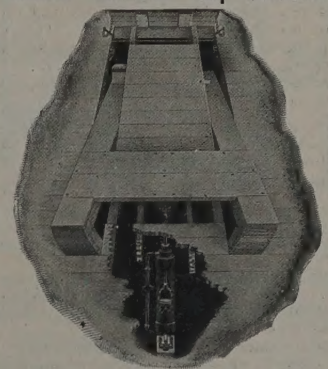
If You Want to Know—

How little it costs to install a purifying plant—  
How little room it occupies—  
How little power it takes to run it—  
How small the cost of purifying—  
How profitable it is to purify—  
How easy it is to operate a Purifier—

Write to us and we will send you samples of purified oats and tell you all about purifying

U. S. GRAIN PURIFIER CO., Earl Park, Indiana

## Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Inclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump.  
Yours truly,  
WILBER HAWKINS. Per Finley.

Yorkville, Ill., July 19, 1907  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible.  
Yours truly, JETER & BOSTON.  
We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.



# Patents Granted

Gas Engine. No. 883,412. Abbot A. Low, Horseshoe, N. Y.

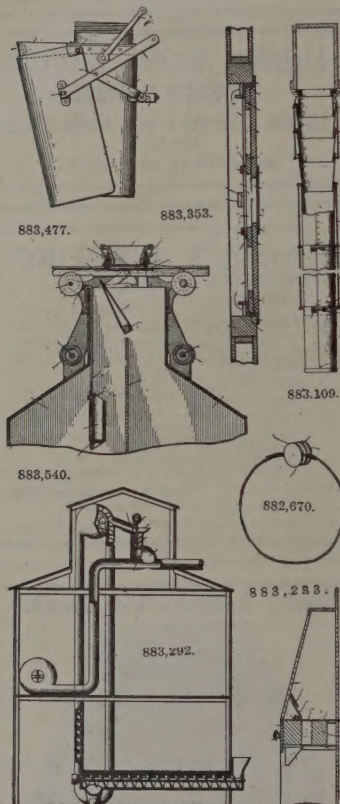
Gas Engine. No. 882,942. Geo. W. Gibbs, Jr., Atlanta, Ga.

Rotary Gas Engine. No. 883,363. Jas. C. Walker, Waco, Tex.

Gas Engine. No. 883,240. Louis G. Sabathe, Paris, France.

Gas Engine. No. 882,812. Chas. O. Carlson, Port Richmond, N. Y.

Air Cooled Gas Engine. No. 883,207.



Cyrus B. Kurtz, Cleveland, O., assignor of one-half to Frederick C. Bosworth, Cleveland, Ind.

Mixing Valve for Gas Engines. No. 882,939. Harry C. Fricke and Geo. E. Turner, Pittsburgh, Pa., assignors to Turner-Fricke Mfg. Co., Pittsburgh.

Gas Engine Starter. No. 883,461. Carl C. Ilg, New York, N. Y., assignor of one-third each to N. B. L. Cosel and Richard Frankenhush, New York.

Car Seal. No. 882,670. (see cut). Henry C. Folger, Everett, Mass. A wire passes thru a central opening in an annular attaching member of hard metal which is filled with sealing material. The sealing member is spool-snaped, having two heads connected by a neck, loosely encircled by a ring, to which the sealing band is connected.

Grain Door. No. 883,353. (see cut). John B. Smiley, South Omaha, Neb. The door is formed with a relief door opening at its lower edge. The top wall formed by the

opening is engaged by the horizontal part of a hood and the lower edge of the door is formed by an angle iron. A hinge bar on the relief door engages offset ends of vertical bars secured to the outer face of the door.

Bag Holder. No. 883,477. (see cut). Richard V. Parr, Fordwick, Va. The holder comprises a closed top, a fixed section on one side, a hinged section on the other side also provided with a closed top, levers pivoted to one section and connected by links to the other and a yielding connection between the parts whereby the size of the holder when expanded may adjust itself automatically to the size of the bag.

Pneumatic Grain Conveyor. No. 883,292. (see cut). Wm. F. Carlton, Advance, Mo. The conveyor comprises a conveyor pipe, means for forcing a current of air there thru, a feed casing, a passage connecting the lower end of the feed casing to the pipe, a shaft arranged within the casing, a forcing screw on the shaft, and a plate carried by the shaft and serving to direct the material outward from the casing thru the passage.

Weighing Machine. No. 883,540. (see cut). Geo. Hoepner, Chicago, Ill. Predetermined quantities of material are successively supplied to the weighing receptacle by an automatic cut-off. The receptacle carries a pocket in the path of the material to retain a quantity of material corresponding to the excess of material delivered to the receptacle over the predetermined weight. An adjustable bottom in the pocket varies the capacity thereof.

Automatic Seed Cabinet. No. 883,233. (see cut). Scott B. Powers, Springfield, Mo. Slidably disposed in a cabinet is a drawer comprising a front member and side members, a fixed block at the front end of and completely filling the drawer, a block slidably mounted in the drawer, set screws carried by the block passing thru slots formed in the side members of the drawer, a spout into which the drawer discharges and a slide overlying the drawer and controllable from the exterior.

Flexible Spout. No. 883,109. (see cut). John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co. Some of the telescoping sections are split and permanently secured at one end and provided with an expansible securing means at the other end by which they may be clamped upon an adjacent section. The securing means consists of the curved base plate secured to the cylinder on one side of the split portion, an ear secured to the other side, a lever pivoted on the base plate, a link pivoted on the lever at one end and passed thru the ear at the other end and provided with abutments on either side of the ear.

## New British Patent Law.

The Patent and Designs Act, 1907. (7 Edward 7, chapter 29) went into effect Jan. 1, 1908, and very greatly altered the position of any foreigner applying for a patent in the United Kingdom.

Fees under the new act are £1 on application for provisional protection; £3 on filing complete specification; £1 on granting the patent; £50 before the end of 4 years from date of patent and £100 before end of 8 years from date of patent; making the total fees payable during the 14 years' life of the patent £754.30.

Most objectionable to the foreigner and one that virtually prevents the patenting of small improvements on any foreign-made machines now being sold in the United Kingdom is paragraph 27, providing

(1) At any time not less than four years after the date of a patent and not less than one year after the passing of this act, any person may apply to the comptroller for the revocation of the patent on the ground that the patented article or process is manufactured or car-

ried on exclusively or mainly outside the United Kingdom.

(2) The comptroller shall consider the application, and if after inquiry he is satisfied that the allegations contained therein are correct, then, subject to the provisions of this section, and unless the patentee proves that the patented article or process is manufactured or carried on to an adequate extent in the United Kingdom, or gives satisfactory reasons why the article or process is not so manufactured or carried on, the comptroller may make an order revoking the patent either forthwith; or after such reasonable interval as may be specified in the order, unless in the meantime it is shown to his satisfaction that the patented article or process is manufactured or carried on within the United Kingdom to an adequate extent.

## Filing Claims.

Sec'y H. B. Dorsey of the Texas Grain Dealers Ass'n has recently had a prolonged life and death struggle with railroad officials in an effort to secure the prompt consideration of all claims and an earlier payment of the just ones. With his usual persistence Sec'y Dorsey has pushed this matter forward despite the discouraging demands of the railroad officials. In the course of his fight tho he has picked up considerable information which should prove of value to every shipper who attempts to file a claim for any loss sustained.

He finds that many claims are delayed because claimants neglect to send necessary papers and insists that in case of claims for over-charges the original expense bill covering the shipment should be attached to the claim. However, a certified copy should first be obtained from local agent for use in securing transit privileges, if same is desired. The certified copy should also show what disposition has been made of the original copy. Whenever possible reference should be made to the carrier's tariff in support of claims for over-charges.

Claims for loss in weight of grain should be supported by sworn certificates of weight from point of origin and destination. Such certificates should state specifically the kind of scale used in obtaining the weights and how many drafts were made in weighing the car load.

Certified copies of original invoices and confirmation of purchase and sale will assist the claim agents in determining value of shortage. If any defect in car has been discovered it should be given such prominence as will easily secure the attention of the claim agent.

Each claim should be accompanied with a formal bill against the railroad company, as well as a letter of explanation.

The filing of claims which can not be fully substantiated will invariably prejudice claim agent against any future claims filed by the same claimant. It is much better to bear losses, the cause of which can not be definitely placed and the blame fixed, than to attempt to collect from the railroad company and thereby queer any just claims which may be filed thereafter.

It is but natural that railroad companies should hesitate to pay out their money without knowing that the amount of the claim is justly due the claimant, and grain dealers will promote their own interests and facilitate the work of the railroad claim agents by supporting every claim with a full statement of the facts and with all essential papers relating thereto.



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KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

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Semi-Annual Assessments costing about one-half Stock Company rates.  
NO conflagration hazard.

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Paid \$116,523.11 in losses last year  
Added \$20,545.96 to surplus last year  
Assessed only 40% of basis rates last year

If you want the best of Insurance  
at the lowest cost, write to us.

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ESTABLISHED 1889

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Total liabilities 4,735.00  
Net assets, Dec. 30, 1907 \$45,462.76

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